RAILROAD

MAGAZINE

JANUARY 1975

95 CENTS

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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William T. Morgan, AG2 OA Division, USS Saratoga, CV-60, FPO, New York 09501

It was hot on June 30, 1972, as Deebe Mitchiner watches rail action in her hometown of Haynesville, La. Louisiana & North West F-7 No. 46 will soon back up and hook onto train 15 for trip south to Gibsland.

THE MAIL CAR

where editors and readers meet

FRONT cover shows Savannah & Atlantic engine 750 standing at Toccoa, Ga., last April 6th prior to returning to Atlanta with the *Dogwood Special,* sponsored by the Atlanta Chapter of the National Railway Historical Society and the Southern Railway. It was made by one of our *Interesting Railfans,* Col. James G. Bogle (USA ret.), 1749 Dyson Dr., N.E., Atlanta, Ga. 30307. Jim used a Super Ikonta B (Zeiss) camera and Ektacolor film. Next month's cover will be a view of California Western 2-6-2 No. 45 with a Pacific Locomotive Assn. fantrip. ●

WE HOPE some reader will help Uppa Stump to solve this problem, which we found in *Headlights & Markers,* official organ of the Cincinnati Railroad Club, edited by our own Jim Edmonston: "Dear Abby: I have two brothers. One is a member of the Cincinnati Railroad Club and the other was just sentenced to the electric chair for murder. My mother died insane when I was three years old, and my two sisters are prostitutes. My father sells dope. Recently I met a girl who was just released from the reformatory for smothering her illegitimate child. I want to marry her. My problem is this: Should I tell her about my brother who is a member of the Cincinnati Railroad Club?" ●

CANADA'S western provinces may have to buy the Canadian Pacific to cure their freight rate problems, Hugh Harries, economist and consultant to the World Bank, told delegates to the Roads and Transportation Association of Canada in Canada. He said his suggestion to buy CPR follows on the heels of the Alberta Government's recent purchase of Pacific Western Airlines to assure provincial control of it.

The Alberta Government has proposed a new pricing procedure for railway freight rates which is called the "equitable pricing technique." This is based on the premise that the actual costs of movements by rail are more related to the type of equipment used than the commodity itself.

Railway rates, he said, traditionally, have been based on what the carriers have figured is a shipper's ability to pay and not upon what it costs to provide a transport service. Anomolies exist in the present rate structure that inhibit rational economic activity and development.

Mr. Harries said some products shipped from Ontario to Vancouver and then back to Alberta are charged less than if the same products on the same train had been dropped off in Alberta on the way through. ●

Railroad Pension Victory

PASSAGE by the Congress of H.R. 15301—the legislation that puts the Railroad Retirement system on a sound fiscal basis and guarantees that rail workers will receive the pensions to which they are entitled, is a major victory for all of us, comments the *Locomotive Engineer.*

The BLE, which was in the forefront of the fight for passage of this vital legislation, also played a major role in the discussions which led up to the drafting of the legislation. And the BLE members who were urged repeatedly to bombard their Senators and Congressmen with letters and telegrams calling for passage of the bill, responded magnificently.

Members of the BLE, along with other rail workers and their families, were responsible for a massive outpouring of letters and telegrams to the members of the House and the Senate. stressing the importance of this legislation, which ranks among the most crucial ever enacted on behalf of railroad industry workers.

This legislation was opposed by the Nixon Administration and the Ford Administration, but their efforts to water it down or kill it were soundly defeated. In part this was because our lawmakers were aware that past pension increases would have expired unless the measure were passed. In addition, Congress had previously set an end-of-1974 deadline for reshaping the Railroad Retirement system. ●

Our Monthly Newscast

FIRE which started in an oil-storage area caved in the roof, collapsed the west wall of the Delaware & Hudson roundhouse at Binghampton, N.Y., and destroyed two diesel locomotives, one D&H and the other Erie Lackawanna, reports George Lobb, Sr., of Binghamton.

BURLINGTON NORTHERN has awarded to International Engineering Co. an engineering contract for a coal-haul railroad spur from the mainline at Acme, Wyo., into Big Horn County, Montana. The 13-mile spur will serve a Crow Indian coal lease being developed by Shell Oil Co. The engineering concern will review alternate routes, map the selected route, design the railroad and a bridge across the Toubge River, and prepare specifications and bid documents for construction.

FIFTH-MORNING service between California and New York or other Eastern points is now being offered on a new run-through freight train introduced by the Santa Fe and Erie Lackawanna. This train, operating between Marion, Ohio, and Kansas City, Kansas, is interchanged at Nerska, Illinois, in the Chicago area, with no switching of cars done between the two yards.

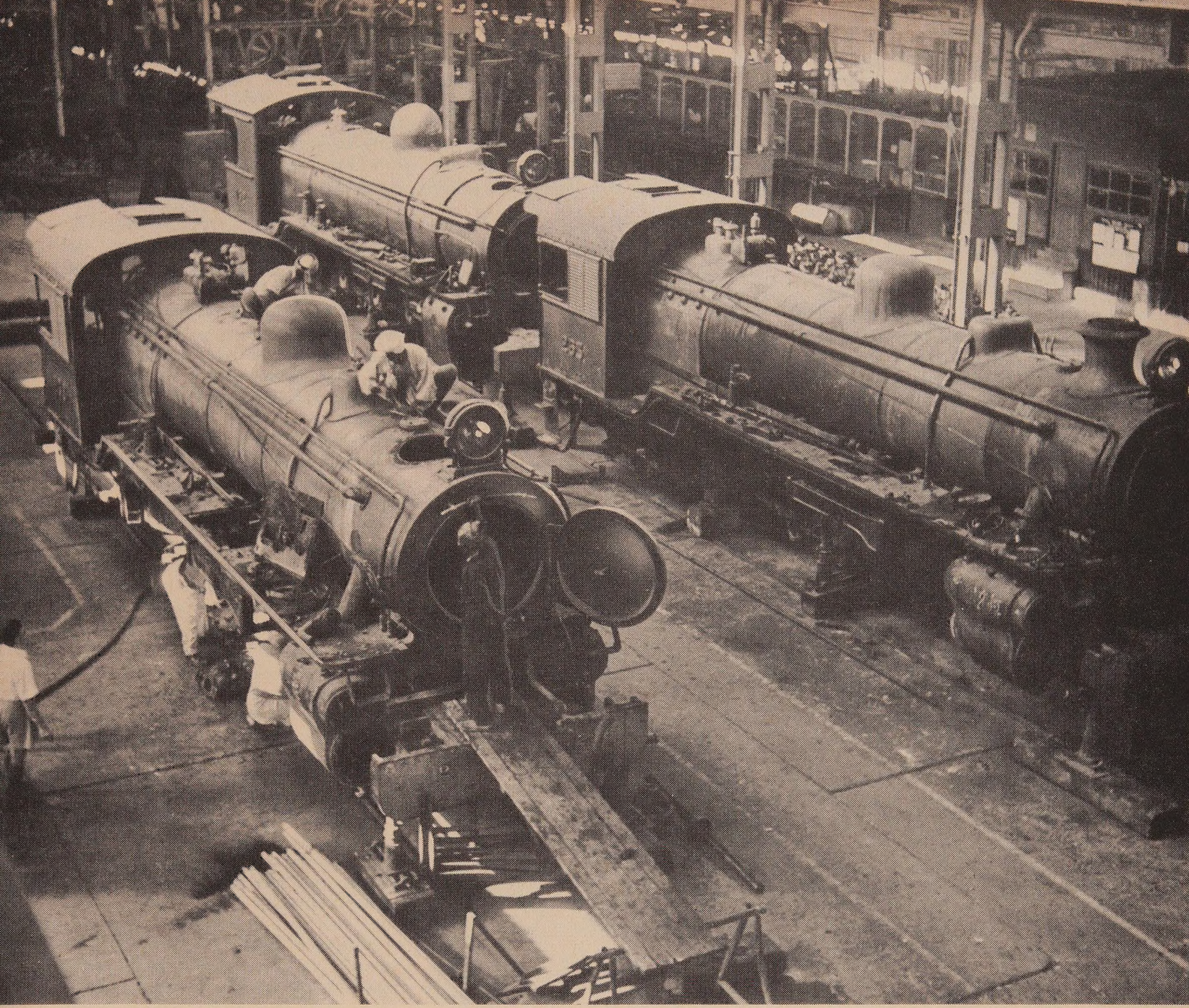
NORFOLK & WESTERN has ordered nearly $20 million worth of boxcars and flatcars, 900 in all, to be delivered in 1975 for general merchandise service.

READING RAILROAD'S request to abandon three small segments, totaling about four miles in Lancaster and Schuylkill counties, Pennsylvania, has met with deferred action by the U.S. Railway Association because the state wants the abandonments held up until more data is available. The Association is a Federal agency.

A DARTMOUTH COLLEGE tradition may have gone up in smoke. For years and years those students in Hanover, N.H., have made a huge bonfire out of railroad ties the night before a home football game with one or another Ivy League enemy. Now Bob Graham, the Dartmouth publicist, says the one they lit Friday night before the Princeton game may be the last, because the right kind of railroad ties just aren't lying around anywhere any longer.

THE 25,000th railroad car built by Bethlehem Steel for the Trailer Train Co. rolled out of Bethlehem's car shop the other day in a ceremony attended by the brass collars of the two companies.

SALES of model electric trains and accessories should reach a new high of $230 million at retail in 1974. This forecast was made here during the annual American Toy Fair by Richard E. Grey, president of a toy company. Grey said 1974 retail volume will represent almost a 50 per cent increase over the estimated $160 million for model trains in 1973.



During the bright noontide of steam power, most of the locomotives used on Sudan Railways in the Nile Valley of Africa were built in England. Running on sandy desert tracks is hard on all kinds of equipment. We see Sudanese natives in Atbara Shops overhauling engines under British supervision.

THE FUEL CRISIS should be encouraging a shift to more container-on-flat car movement of cargo in the U.S., away from traditional trailer-on-flat car rail shipments, according to Martin Tuchman, executive vice president of Interpool Ltd., one of the largest international container service leasing companies.

GRAND TRUNK WESTERN has opened a Federal customs port-of-entry clearance terminal in Port Huron, Mich., to speed trailer-on-flatcar shipments from Canada. This terminal, opposite the Canadian border city of Sarnia, Ont., permits customs inspection of six standard 40-foot trailers at one time. Portable ramp, 300-feet of covered dock, and freight storage space, if needed, serve the railroad and customs officials.

RAILROAD CARS designed specially for the shipment of coal now are being offered for lease with service by Pullman Transport Leasing Co. of Chicago. Under the unique program, two types of coal cars are furnished to private shippers on a full-service lease basis, with a special maintenance program designed to keep unit trains rolling at optimum efficency. These are high-side solid-bottom gondolas and open top hoppers with bottom discharge outlets.

POTTSVILLE, PA., mentioned by J.B. Relyea in "A Boomer's Diary" (Oct. '74) as an old-fashioned coal town in the hills, is the home of Joseph W. Rehnert (1622 W. Norwegian St., 17901), whose father worked on the Reading for 46 years, mostly as a section foreman. Joe comments: "Mr. Relyea would feel sad to see Pottsville now. The coal cars are almost a thing of the past. Passenger service is limited to a couple of RDC's a day. Our old P&R station was torn down years ago. Incidentally, I vote yes, on your rail-girl photos." ●

Good-Bye, Keddie!

KEDDIE, Calif., a historical town with a colorful role in the development of the Western Pacific, is

now virtually closed down as a railroad terminal. About 23 railroad employes and their families have been transferred to WP terminals located at Portola and Oroville.

Keddie was named after Arthur W. Keddie, a Scottish surveyor, who in the 1860s dreamed of a transcontinental railway through the Feather River Canyon. He was instrumental in obtaining the WP's present routing.

Keddie started out as a construction camp during the building of the railroad in 1905 and was one of the line camps established by the Utah Construction Co. The last spike completing the Western Pacific road was driven at the Spanish Creek bridge near keddie on Nov. 1, 1909, and through freight service started a month later.

On completion of the railroad, Robert Koonter became the first owner of the town, which included a general store, butcher shop, hotel, and numerous buildings used to house the construction crews. Ownership of Keddie changed hands several times. The 200-acre property is presently owned by Lynn Mollath.

A celebration was held Nov. 3, 1949, on the Spanish Creek bridge below Keddie to commemorate the 40th anniversary of the driving of the last spike to complete the railroad. Many old railroad cars were at the scene, including Old 94, the engine which drew the first train to traverse the full length of the Western Pacific route. The town now contains several dozen homes, a motel, and a bar and restaurant which were closed last year. ●

This Cannot Continue

HUGE quantities of extremely hazardous materials are being transported in railroad tank cars, and all too frequently these cars are involved in horrible accidents in rail yards, with an attendant loss of lives, editorializes *Locomotive Engineer,* published by the Brotherhood of Locomotive Engineers.

Two Federal agencies share the responsibility for the control of such dangerous shipments—the Federal Railroad Administration and the National Transportation Safety Board—but there are indications that these two agencies are failing to cooperate fully in their assigned tasks.

Recently the FRA announced proposed restrictions on the switching of cars containing hazardous materials. As long as these restrictions remain merely proposals, they cannot avert more castastrophies. The FRA's action, however, well-intentioned, comes belatedly, because as long ago as January 31, 1973, the NTSB urged that the switching of cars containing hazardous materials be done with the same caution that is required for the switching of cars containing explosives. That means no humping in yards.

But the FRA's response to this suggestion was that such a requirement would involve nearly 5 percent of all rail cars and the efficiency of modern hump yards would be destroyed. The Safety Board, thus rebuffed, failed to do anything more vigorous than to make a notation in its files that the recommendation had been rejected. The case was marked closed.

Exactly one year to the day after the FRA gave the cold shoulder to the Safety Board's recommendation, a tank car containing liquid petroleum gas was ruptured in a rail yard at Decatur, Ill., resulting in an explosion which killed seven persons, injured more than 130 others, and tore gaping holes in the area. There have been other disasters since that time, and who can say whether these accidents might have been prevented if the Safety Board and the FRA had made a sincere effort to cooperate in finding a solution to the problem of hazardous material handling?

The Brotherhood of Locomotive Engineers calls upon the National Transportation Safety Board and the Federal Railroad Administration to combine their efforts in a search for the solution to this terrible problem. Not some day soon, but right away.

TO SHARPEN its environmental protection effort, Union Pacific has given 26 company officials intensified training on the proper handling of spills involving oil and hazardous materials. The director of UP environmental engineering and energy conservation is A.D. Williams.

Trackage Problems

THOUGH much of the rolling stock that railroads own can travel at 90 miles per hour, according to Arnold D. Kerr, professor of engineering at Princeton University, most of the tracks are too antiquated to support such speeds. The trains, which originated as horse-drawn vehicles, have been improved continuously; but that tracks haven't changed much in the past 100 years. Kerr is conducting major research into the stresses and stability of modern railroad tracks as part of Princeton's transportation program to educate students in all phases of transportation management and technology for the modern age.

"The main cause for limiting North American train speeds is the tracks," he says, "and this applies also to Great Britain, the Soviet Union, Japan, France, and Germany."

Kerr's research is sponsored by the U.S. Department of Transportation. Besides limiting train speeds, he points out, the outmoded tracks often lead to derailments.

"For high-speed trains, a continuously welded track is a necessity," he says. "It produces a smoother ride and cuts maintenance costs." During the past 20 years thousands of miles of welded track have been installed throughout the world. But Kerr, who is analyzing track responses to moving loads and rising temperatures, says the elimination of all joints or gaps would "increase the possibility of buckling in summer and rupture in winter"—situations which can and do occassionally cause derailment of trains.

Once the track stability problem is solved and the quality of the track and railway maintenance is improved, Kerr sees innumerable possibilities for improving rail travel. He talks about having commuter trains turn into subway trains, as in England, once they are inside the central city.

"The track is essentially the same for the subways," he states, "but subway tracks have sharper curves, so the commuter trains should be more flexible." ●

UNION PACIFIC'S track inspection and maintenance program is getting a big lift in the form of a new diesel-powered, self-propelled track-evaluation car costing $348,700 and a new magnetic-induction and ultrasonic type rail-detector car at a cost of $550,000. With a track system kept up to the highest standards in the industry, UP is looking to the new test cars to increase still further the frequency of rail-testing operations and improve track maintenance.

Union Pacific presently already had one magnetic-induction type rail-detector car, a leased ultrasonic type Sperry rail-detector car, and three smaller hy-rail joint tester cars working its 9500-mile system. The three last-named cars, equipped with ultrasonic equipment, test connecting rails at switches, railroad crossings, and hotbox detectors in all mainline tracks and heavy traffic branch lines every 60 days and other branch lines at least twice each year.

The two larger rail-detector cars provide complete testing for internal rail defects of UP's double-track

mainline between Omaha and Ogden four times per year and other mainline single track territories two to three times a year. Branch lines are tested at least once a year by the rail-dector cars, some even two or three times annually.

In addition, 43 track inspectors throughout the system physically inspect every foot of mainline once each week. Section forces also walk their districts once a week to make sure the track system is in peak operating condition and to correct any defects encountered. ●

Overseas Railroading

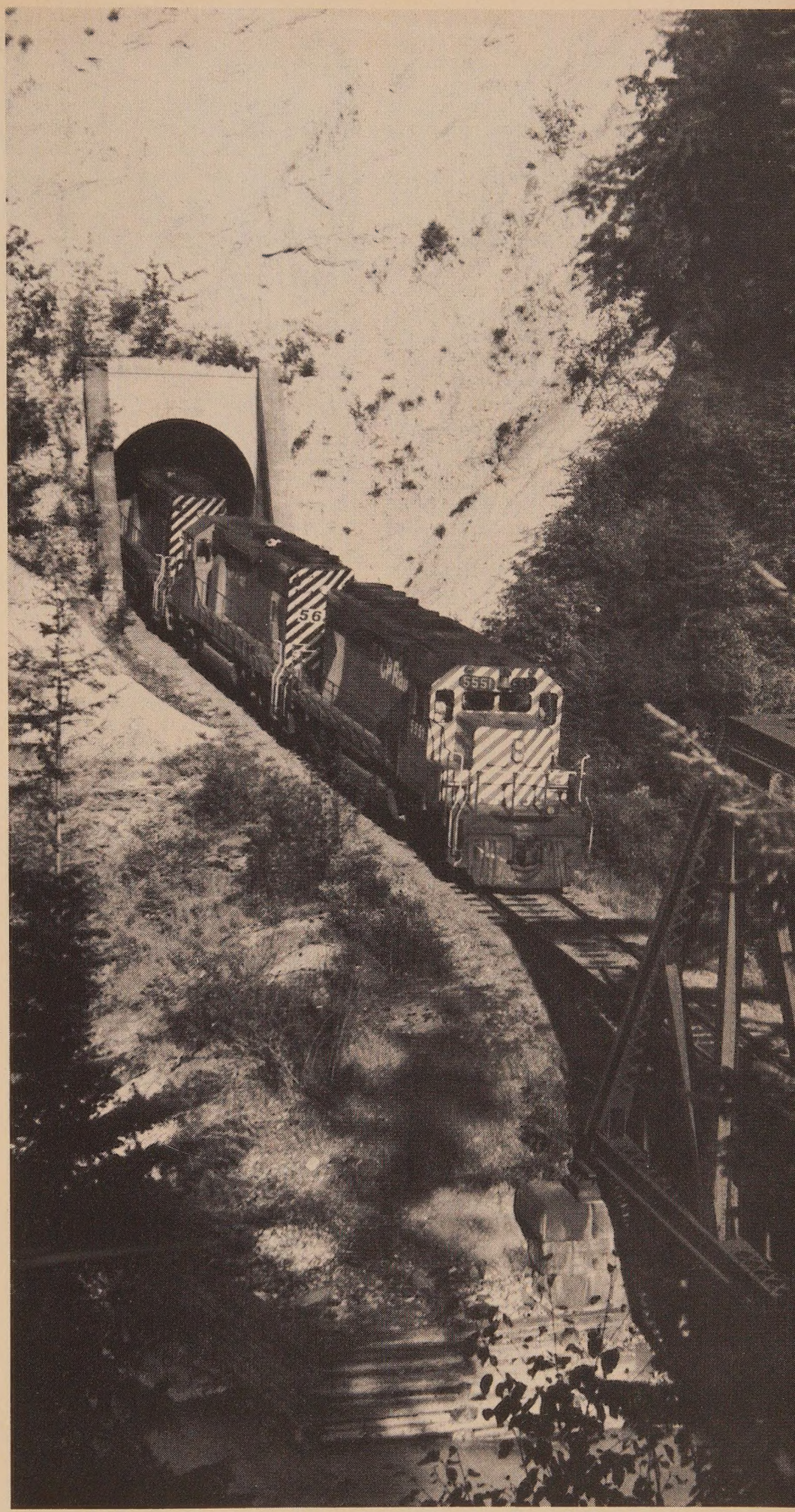
BRAZIL is to invest, over a five-year period, a staggering 1.5 billion to modernise and expand its nationalized rail system. New track will be laid and existing lines improved. And besides this investment, the state government of Sao Paulo plans to spend another 312.5 million on its own program.

SOUTH AFRICAN RAILWAYS have opened between Johannesburg and Capetown what is probably the longest cable link laid for railway operation anywhere. The telecommunication cable system is just over 1,000 miles long and up to 24,300 channels can be made available without changing the cable.

EVEN THOUGH the new lightweight aluminum cars for commuter service around Yokohama, Japan, are fully air-conditioned, they have automatically-operated side windows. The builders reckon there are times when windows of air-conditioned cars may need to be opened.

THIS official notice appears at High Barnet Station in London, England, formerly on the London & North Eastern Railway, now London Transport: "This station was built in 1872 and comes under the protection of Ancient Monuments and National Trust, Ltd. Reputed to be haunted by the ghosts of railwaymen long gone. Constant battle is being waged against woodworm and dry rot. Care has to be taken against vibrations. What keeps the place standing? God knows! We don't!"—Joseph Fox (one of our *Interesting Railfans*), 4 Heathfield, Holden Ave., North Finchley, London, N12 8HY, England.

FOUR boys in Huddersfield, Yorkshire, England, who sent a heavy boulder crashing on to the roof of a packed trans-Pennine express, were each fined £ 8 and told to pay compensation to British Rail. Magis-



CP Rail diesels pour out of tunnel hauling westbound freight through Kicking Horse Canyon two miles east of Golden, B.C., August 13, '73.

W.R. Hooper, Box 1662, Golden, B.C., Canada VOA 1HO

trates heard that a high-ranking foreign diplomat was injured by flying glass during the incident and that a major disaster was only narrowly averted when a local police officer pushed the rock clear of an oncoming express.

Elsewhere in England, two 14-year-old schoolgrils of Market Harborough were each fined£5 by a juvenile court for grafitti marking on railway coaches.

STARVING Hondurans looted 25 railroad cars filled with bananas near the Carribean coastal town of La Ceiba. This reminds us of Harry Bedwell's fiction story, "Night of Plunder," which appeared in our October and November issues in 1974.

BRITISH RAIL NEWS reports that high-speed services on the East Coast mainline came one step nearer with the announcement by Eastern's general manager William Reynolds of a 25-million track improvement and resignalling scheme covering a further 84 miles of track. Heart of the project will be a new power signalbox situated at Doncaster and on Western Region a major Inter-City resignalling scheme—first of its kind in Britain—will enable the future high-speed trains to run in *either*, direction on *both* lines.

A DRIVERLESS freight train in Ireland hurtled 20 miles and crashed into two other trains at a railroad station, killing two persons and injuring 11. The drama began when the freight engineer got out to check a defective brake in Dublin's Connelly terminal. The train began moving. The engineer raced to get back into the cab but couldn't make it. Railroad authorities were alerted, and frantic attempts were made to divert the runaway onto a spur line.

The train finally smashed into the rear of an empty commuter train at Gormanstown. Wreckage was flung onto another track just as a passenger train with 60 persons aboard came through the station and hit the wreckage. All casualties were in the third train.

SWITZERLAND has launched a nationwide rescue effort to save tens of thousands of dying swallows hit by a sudden cold wave and too weak to fly south to the sun. Schools, factories, police, and just about everyone else are picking up the enfeebled swallows from parks and streets and taking them to the nearest railroad stations or airports.

From these collection points the Swiss Federal Railroads and Swissair are transporting them free of charge to the south, where they are released to continue their normal migration. On one day the railroad transported more than 5,000 swallows through the St. Gothard Tunnel below the Alps dividing central Switzerland from the warmer climes of Italy to the south.

Winter weather had descended on Switzerland two months early, killing all the insects on which young swallows rely for nourishment. Those birds which tried to fly over the Alps to the south were killed or driven back by raging snowstorms. ●

"Alibi Ike" Wooley

AS A CANADIAN PACIFIC fireman in 1927 I had the pleasure of firing for the ingenious Ike Wooley in British Columbia. Ike was a good-natured hogger but plenty smart in figuring alibis for embarrassing situations which he had to explain to the brass collars. One day, for example, he had forgotten a slow order over a certain bridge at milepost 93. I hadn't thought he could explain that one. But he did, living up to his nickname, "Alibi Ike."

I had caught a freight run with Ike that day and when I read the few flimsies we had received I found one calling for a speed limit of not more than 20 miles per hour over the bridge, which was being repaired. Our other orders were for meets that turned out to be long waits on isolated sidings.

After clearing the final meet for our run, Ike soon had our engine, a 2-8-0 (Consolidation), running at good speed. As we headed toward our terminus, I was down on the deck putting in a fire when we thundered onto a bridge. After tossing in the last scoopful I straightened up. Standing by the right-hand gangway and looking down at the sparkling creek far below, I suddenly realized that this was the bridge with a speed restriction!

We were then making better than 40 mph. Swinging around, I hollered to the hogger, "How about the slow order here?"

Giving me a startled look, Ike reached for the trainline air handle. But instead of making a brake application, he relaxed and, with a sheepish grin, shouted back: "What the hell? We're practically across, anyhow."

Evidently none of the crew men had remembered that order. If it had been a night run, we'd probably have

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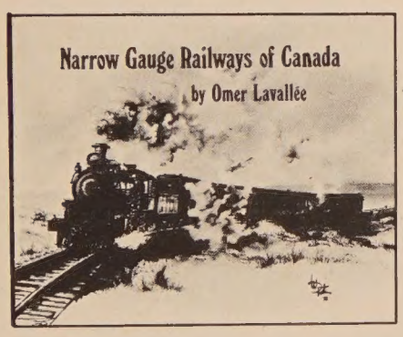

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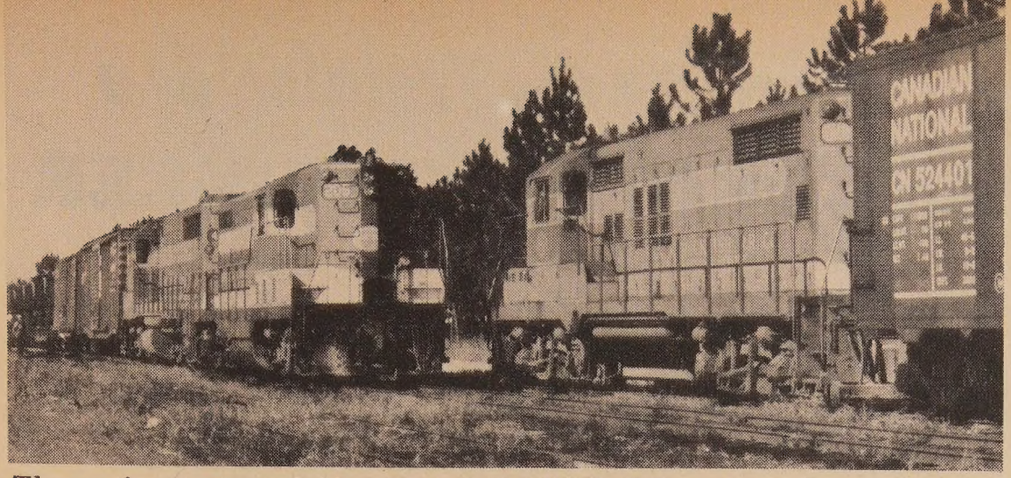

The entire roster of Aberdeen & Rockfish R.R., an eastbound freight with Nos. 205 & 208 meet westbound 300 at Cape Fear Ry. Jct., N.C.

David C. Goss, 616 Dandridge Dr., Fayetteville, N.C. 28303

gotten away with it. But it was broad daylight, around 4 p.m. As we sped off the bridge we noticed a section gang standing aside, waiting for our freight to go by—and the roadmaster was with them!

As I moved over to my beat, Ike called across, "Did you see who we just passed?"

I nodded and yelled back: "Do you figure he'll put in a report about our failing to slow down?"

"Bet your boots he will," Ike replied.

For the next few miles the hogger sat quietly, apparently trying to think up an alibi for his negligence. It did seem that he had backed himself into a corner, so to speak. Overlooking an order of any kind could bring serious consequences. Well, I needn't have worried. Ike had already figured out an angle. Calling me over to his side, he explained it to me.

He'd say that before coming to that bridge, the water glass had broken, and with the cab full of steam he hadn't been able to see anything at all. It seemed to me that such an alibi would work, so I did what he told me to do, smashing the water glass. But first I closed off the two valves and removed the heavy protective glass. As we had only a few more miles to go, I used the steam cocks to check the boiler's water supply. Ike also told the head brakeman about his scheme, so the latter could testify that the glass had been broken before they came to the bridge. As for the two men in the caboose, they'd have to offer their own version of why they failed to pull the air to slow us down. After completing our run, Ike told them what he planned to say in his own defense.

The following day, we caught a freight drag back to our divisional point, still with engine 3636, which had been given a new water glass. Ike had made a note in the shop workbook for that necessary replacement. And as he had predicted, there was a message for him to report at the super's office. That official accepted his explanation for failing to comply with the slow order. So once again MR. Wooley had justified his nickname "Alibi Ike."

A short time after that incident, I went out on my freight with Ike and found him capable of solving a problem. This time we had a 3200 class coalburner that was a poor steamer.

When we pulled into a siding for a meet, I took the opportunity to shake the grates and try to rebuild the fire.

Taking a look, Ike said we needed some wood to get the fire going. Just where we'd find it I couldn't imagine. But Ike remembered there was a lumber mill down the spur, a short distance ahead. After our "meet" had gone through, he got the head end brakie to cut our engine off, explaining what had to be done. Then we headed up to the spur and the brakie unlocked the switch to let us in. Before reaching the mill we saw piles of lumber stacked alongside the track. But it was all too long for our firebox. Then Ike spotted a stack of telegraph-pole crossarms.

"Just the thing," he said, stopping our engine.

"Won't we get into trouble if we take that stuff?" I protested.

"Well," said the hogger, "if anyone gets into trouble it'll be me. You get down there and toss a load up into the cab."

So I did. Soon we backed our engine to the main and down to the freight cars. Those crossarms did the trick in getting our fire going, and we finished our way freight run with no more trouble. As Ike and the master mechanic were good friends, he told the official what we had done.

"Don't worry about it," the m.m. said. "If that mill finds out, we'll pay for the crossarms."

And that was the last word we heard on the subject. I guess nobody at the mill had seen us taking the lumber. And now I will tell you about another incident involving that same interesting hogger. It was a cold winter night, with a blizzard whipping through the yard, as we waited at the head end of a freight drag for the highball. That was one night I felt thankful to be in engine service. I had a roaring fire built up in our 3600 class Consolidation.

As we waited, wondering what was causing the delay, our conductor climbed into the cab with some bad news: "The yardmaster wants us to take another 17 cars that must go out tonight."

That would just about give us full tonnage. Although we weren't too happy over it, orders were orders and we'd have to take those extra cars. Our engine was uncoupled and we pulled ahead far enough to allow them to be coupled on to the head end of our train. Then we backed up, to be recoupled. With the air hoses connected, Ike waited for air pressure to register on the trainline gage, but nothing showed up. We had no air!

Ike climbed down and walked back a couple of car-lengths. There he found a drain cock wide open on an air reservoir. Leaving it that way, he returned to the cab and told the head brakie to go back to tell the skipper that those extra cars had faulty brakes and we couldn't take them. After the conductor had come ahead and Ike showed him the lack of air pressure, he reported the trouble to the yardmaster, with the result that the 17 cars were taken off. With the kind of weather we had that night, I was thankful to have such a smart hogger as "Alibi Ike" Wooley.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W IN9. ●

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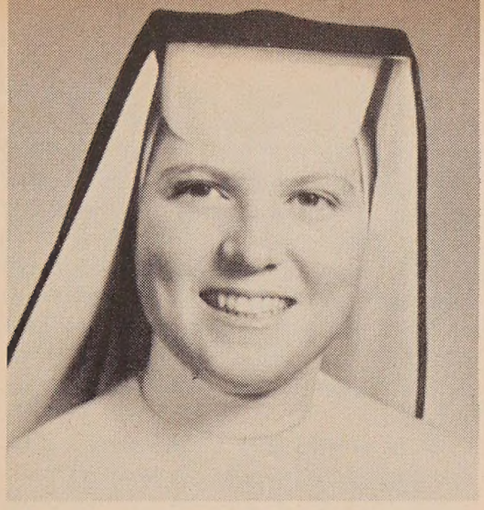
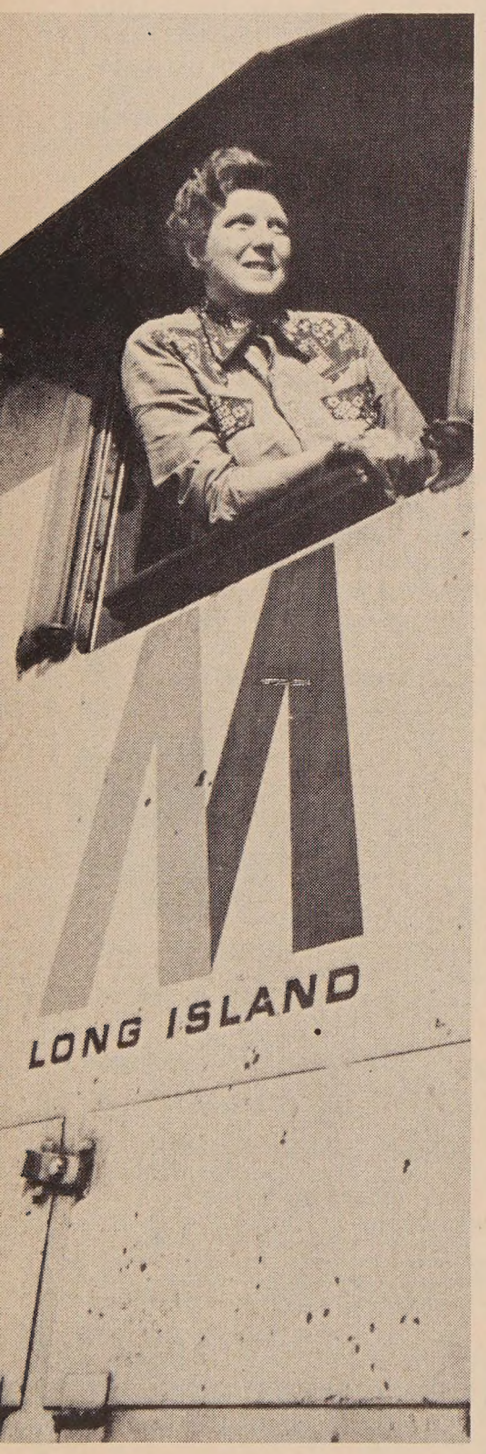


For 15 years, Maureen Shoreys was Sister George Brian wearing habit of Dominican Order.

Former Nun in Training as a
LOCOMOTIVE ENGINEER

Former Roman Catholic nun "mans" controls in cab (bottom left) of one of Long Island Rail Road's powerful diesels at Morris Park yards. It's work shirts and jeans for her now and she's fascinated by it all. In training to become a full-fledged engineer, Maureen (bottom) learns how to check the oil of the locomotives. She puts in long hours of study to familiarize herself with LIRR's running rules, signals, and engineering terminology. Soon she will learn to operate one of MTA's M-1 cars. The daughter of a retired New York City policeman, she left her order after changes in the church prompted her to seriously re-evaluate her role. She was teaching school on Long Island at the time.

Long Island Rail Road



Leila Goodridge of Freeport, N.Y., likes her job as "trainperson" on Long Island R.R.

THE TICKET COLLECTOR IS A GIRL

Leila Goodridge (three photos), like Maureen Shoreys, enjoys her apprenticeship on Long Island. After two years as a trainman she will be permitted to attend conductor's courses. "About the hardest thing for me to do now," says the attractive new railroad employee, "is to move through a crowded car while taking tickets, because nearly everyone asks me how I like my job." Lest we forget, she's married.

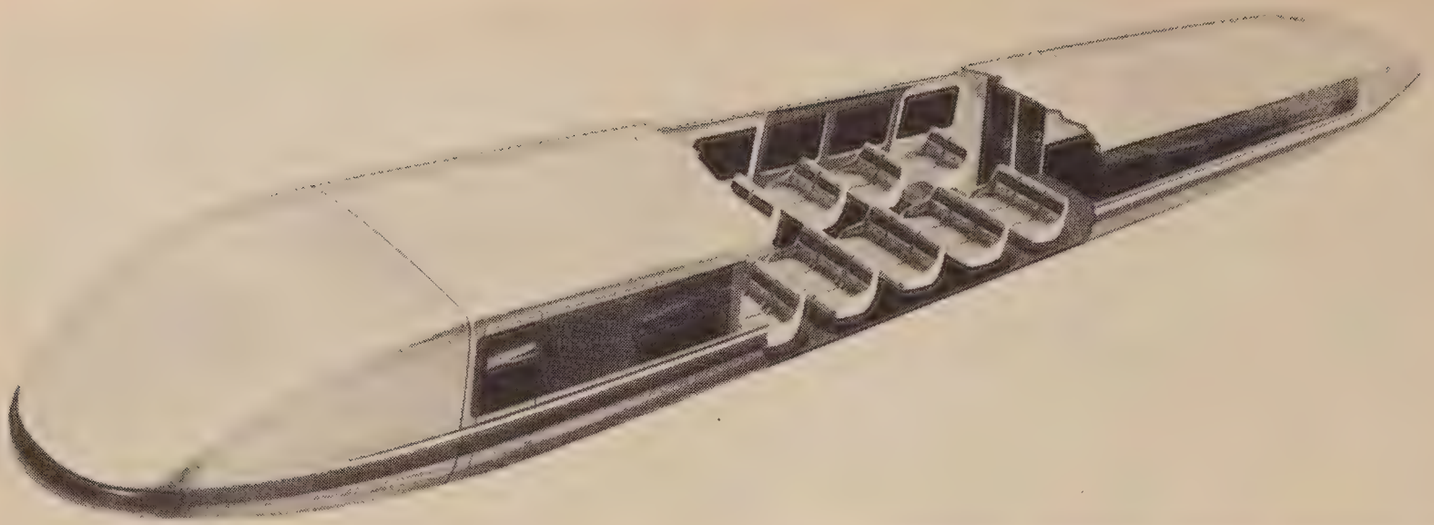
PHOTOGRAPHS OF THE MONTH

The day was stormy, but ex-Reading 2102 didn't mind on this fantrip on April 17, 1971, as she rocketed through Perry, Ohio.

Ray Lakofsky, 4975 River Rd., Perry, Ohio 44081

First trainload of 612-foot lengths of welded rail weaves its way spaghetti-like past Jamaica recently on first leg of its journey to Danbury, Conn., where it will be installed between there and South Norwalk on the Penn Central. Short lengths of rail were transported to Long Island Rail Road's Holban yard welding plant, welded into long rails and up to Danbury aboard thirteen recently-bought Santa Fe cars.

Long Island Rail Road



Artist's concept of proposed 80 passenger, 300-miles-an-hour, wheelless, magnetic vehicle designed for the Federal Railroad Administration by Rohr Industries, Chula Vista, Calif. Vehicle's ROMAG electromagnetic system would combine suspension above a guideway with propulsion. System will be tested at China Lake, Calif., with rocket motors accelerating small test vehicle to incredible 300 mph.

Ray Lakofsky, 4975 River Rd., Perry, Ohio 44081

Patricia Aladich (below) works the concessions on many Allegheny RR. fantrips. She has just taken lunch to Sherm Dutton (shown above), the road's superintendent of motive power, who fired ex-Reading 2102 on excursion from Brookville to Kittanning, Pa., this past October 13.

CONSULT TICKET AGENT FOR EXPECTED ARRIVAL TIME OF TRAINS
EASTBOUND
SUBURBAN TRAINS
REMARKS
NO.
LV. JOLIET
ARR. CHICAGO
EX. SAT. & SUN 202 5.15 AM 6.24 AM
EX. SAT. & SUN 204 6.05 AM 7.20 AM
SAT. ONLY 206 6.10 AM 7.20 AM
SUN. ONLY 500 6.10 AM 7.20 AM
EX. SAT. & SUN 208 6.40 AM 7.30 AM
EX. SAT. & SUN 210 6.54 AM 7.54 AM
SAT ONLY 212 7.10 AM 8.06 AM
EX. SAT. & SUN 214 7.22 AM 8.20 AM
EX. SAT. & SUN 216 8.10 AM 9.20 AM
SAT. ONLY 502 8.10 AM 9.20 AM
SUN ONLY 504 8.10 AM 9.32 AM
EX. SUN 506 9.45 AM 10.05 AM
SAT ONLY 508 10.20 AM 11.40 AM
SUN ONLY 510 1.00 PM 2.20 PM
EX. SAT & SUN 512 1.15 PM 2.25 PM
EX. SUN 514 1.30 PM 2.51 PM
SAT & SUN ONLY 516 3.00 PM 4.21 PM
EX. SAT & SUN 218 4.45 PM 6.05 PM
SAT ONLY 518 5.06 PM 6.12 PM
EX. SAT & SUN 520 6.13 PM 7.35 PM
SAT & SUN ONLY 522 7.00 PM 8.22 PM
EX. SAT & SUN 524 8.00 PM 9.20 PM
EX SA SUN 526 9.00 PM 10.20 PM
SUN ONLY 528 10.35 PM 11.55 PM
11.00 PM 12.20 AM
SUNDAY SCHEDULES PREVAIL ON HOLIDAYS

Using the glass-covered train-board as a mirror, commuter Karen Miller applies a final touch of lipstick in the Rock Island station of her home city, Matteson, Ill., before boarding train 208 for job in Chicago.

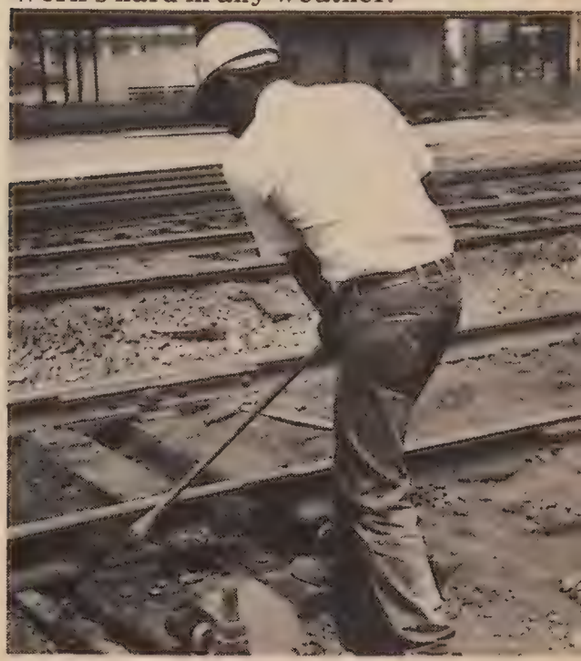
Robert W. Streich, 679 Saginaw Ave., Calumet, Ill. 60409

Many towns have a Railroad Street or Avenue and some have a Depot Street. Murphy, N.C., has both. The railway is still there, but the Southern's depot, which stood near the intersection, is gone.

C.W. Bartholamai, 3148 Lenox Rd. N.E., Atlanta, Ga. 30324

Photograph by John Uckley

Norfolk & Western gandy dancer, John Williams tightens bolt near switch on former Wabash mainline at Fort Wayne, Ind., on July 24, '74. Work's hard in any weather.



French National's express train No. 4000 Hendaye-Paris is crossing the Bordeaux-Saint Jean steel bridge last summer. Train is headed by electric locomotive 6517, one of the most powerful in use being rated at 6000 kw. Built in 1969, she weighs 115 tons and has a top speed limit of almost 142 mph when hauling such crack trains as *Extendard, Aquitsine,* and *Mistral.* With the energy crisis, French railways are vigorously strengthening their electric loco fleet which accounts for 48% of the total motive power today.

Photo by Bernard Collardey ("La Vie du Rail," France)

COMMUTER'S NARROW-GAGE

by Harold Cook

Boston, Revere Beach & Lynn No. 8 shown outside the old East Boston, Mass., trainshed. The little 2-4-4, built by Manchester in 1900, faithfully served the commuter run until the very end.

Collection of Gorton T. H. Wilbur

FOR NEARLY 65 years the narrow-gage Boston, Revere Beach & Lynn, in Massachusetts, was almost as much a part of the Boston landscape as Faneuil Hall, the Old North Church, or Bunker Hill Monument. Around the clock, its ferries plied the harbor between Rowe's Wharf and the trainshed in East Boston. From East Boston the trains pulled by Mason bogies, known as "coffee roasters," left at ten-minute intervals for the industrial city of Lynn, to the north, or eastward to the beaches of Winthrop and Point Shirley.

All summer long and in early fall, doting mothers with sandpails and shovels, red ballons, lollypops, and squalling children climbed aboard the little trains bound for the sand dunes and inlets. On moonlit evenings, lovers leaned drowsily together in the old coaches after a tour of the midways, casinos, and sideshows of Revere Beach, or huddled whispering in the shadows of the ferry-boat while its sidewheels splashed through the dark water.

In winter, the clientele was more sedate. Business men boarded the trains for home at East Boston, their briefcases clutched tightly and impressively at their sides and copies of *The Boston Evening Transcript* folded neatly under their arms. This was a commuters' railroad, built to serve them. In the beginning, anyway, suburbanites, day in and day out over the years, caught the 8:10 a.m. for the fast run to Atlantic Avenue and kept the trains rolling and the company solidly in the black.

Shortly after the Civil War, the citizens of Lynn began to get fed up with the Eastern Railroad, their main commuter link with Boston. The service was not all it might be, while the Eastern's central depot was not ideally located. Lynn protested. The railroad ignored the protest. When no action was forthcoming, Lynn decided to act. If the Eastern wouldn't move its station, Lynn would build one of its own, and a new railroad as well.

The project got rolling in 1872 when local business men formed a company to build an all-passenger narrow-gage line from Lynn to East Boston, with ferry connections over the harbor to downtown Boston. By June, 1874, the directors had things pretty well in hand.

Lynn backed up the new company, called the Boston, Revere Beach & Lynn, with $9,000 worth of subscriptions. Pretty soon stations were springing up at towns along the newly acquired right-of-way—West Lynn, Ocean House, Revere Beach, Revere House, Atlantic, Revere, Orient, Winthrop, Wood Island, and Jeffries Point in East Boston. Lynn's new station was located, more conveniently, on Market Street.

Across the harbor in downtown Boston, a ferry slip and depot were built, and the ferryboat *Union* paddled in from New Bedford, to be joined later by the *Oriole*, the *City of Lynn*, and the *Swampscott*.

The Mason Machine Works of nearby Taunton set to work on three locomotives, worth $7,000 each, to be called the *Orion*, the *Pegasus*, and the *Jupiter*, while Gilbert Bush & Company of Troy, N.Y., turned out seven first-class coaches, costing $3,000 each, as well as two baggage cars and two open cars. On May 22, 1875, when the job of putting down rail began, enthusiasm reached a high pitch. Lynn staged a gala parade and a banquet.

But this was nothing compared with the festivities for the formal opening of service the following July 28th. Lynn's flag-

bedecked streets looked like the Fourth of July. At six o'clock that morning the trains and ferries began making hourly runs out of both terminals.

The mid-point was Revere, but the puffing trains passed each other in opposite directions on a ridge of Chelsea Beach, not far out of East Boston. Round-trip tickets cost 35 cents, while a book of seven singles came to a dollar. From Revere a dime would take you to either Boston or Lynn, and for two dimes you could travel over the entire road—through the salt marshes beside the restless indigo sea, over the long wooden trestles where the tide flowed alarmingly high, and into the tunnel that opened upon the ferry slip where the Boston boat waited.

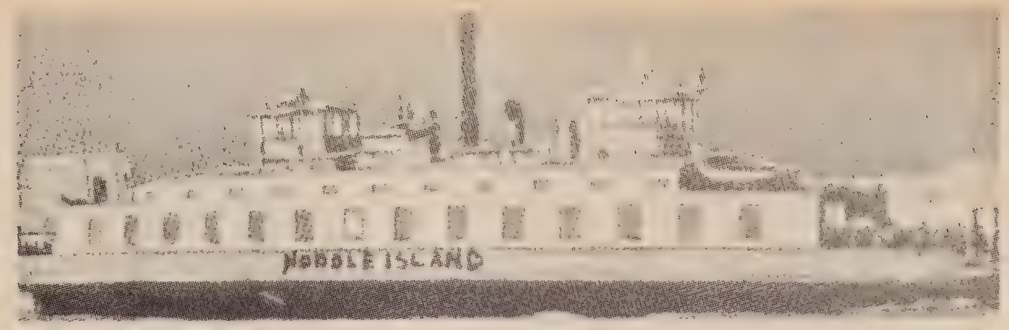
It was quite a ride. When the first day's operations were suspended at 9 p.m., a total of 1075 passengers had made the 9.87-mile train and ferry trip, and the new railroad was on its way.

In 1879, when Alexander Graham Bell strung a long-distance telephone wire from Boston to Salem along the narrow-gage track, the railroad's enterprising super, Edward H. Whorf, had one of the new contraptions, invented only three years before, installed in each station along the way. Skeptics smiled, but the telephone proved to be faster and more accurate for train dispatching than the Morse telegraph; and gradually other roads followed the BRB&L's example.

THE YARD-WIDE line was a success almost from the very start. New Englanders loved it. Few people called it the Boston, Revere Beach & Lynn. It was "the Narrow-Gage." But this affection did not brush off on its competitor, the Eastern. Animosity between the two roads had been growing since the early days of Lynn discontent, and it flowered into "the Depot War."

The Eastern, which also had terminals in East Boston and Lynn, gave the Narrow-Gage a real fight for business. Both carriers cut fares ruthlessly. The Eastern even went so far as to build a branch line from Oak Is-

Photographs by David Plowden



This craft characterized Boston Harbor ferries of narrow-gage era.

Three photographs collection of Gorton T. H. Wilbur

land through the Point of Pines along Revere Beach to Saugus River Junction. For months neither company showed a profit, but hostilities ended in 1890 when the Eastern was consolidated with the Boston & Maine. Before that happened, one Lynn mayor managed to win an election by making the conflict a political issue.

Meanwhile, the first Mason bogie, or "coffee roaster," came to the line. This type of engine became the backbone of the road's motive power. When Mason stopped building engines, the Taunton Locomotive Works turned out two from the same pattern; and after Taunton quit, the Manchester Works took over. Finally, when Alco closed the Manchester plant, the little road's last three engines were built in Schenectady. Thus the Mason patterns of 1882 served the line as long as steamers highballed over slim-gage rails.

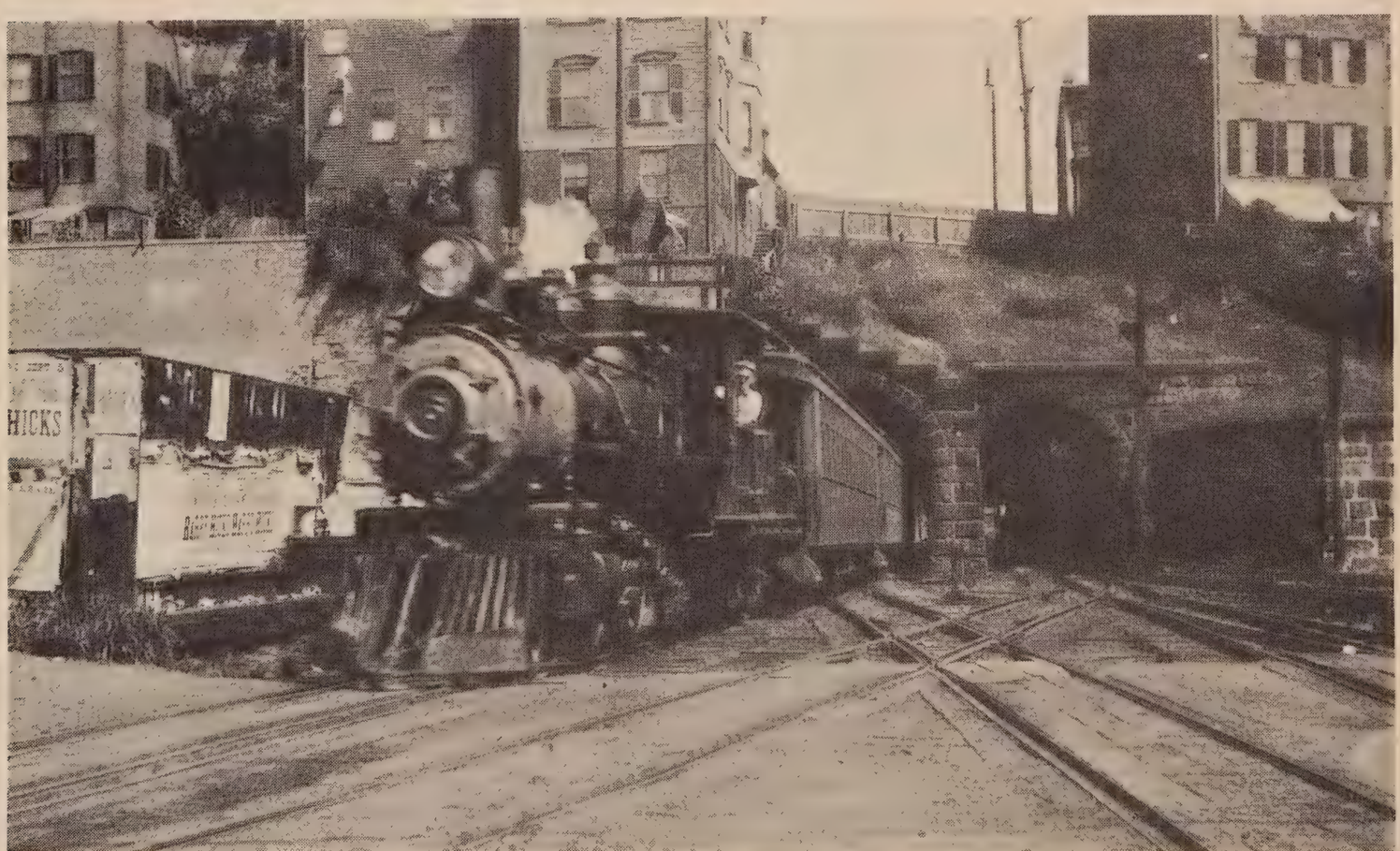
Encouraged by its success, another slim-gage line, the Boston, Winthrop & Point Shirley, was built in 1877. This one connected with the BRB&L at Winthrop Junction, later known as Orient Heights. It ran for five miles, through Winthrop and along the picturesque sand dunes to Great Head, not far from Point Shirley, before looping back to rejoin the line from Winthrop Junction.

In 1883 the Port Shirley road became the Boston, Winthrop & Shore through a merger with the Eastern Junction, Broad Sound & Point Shirley, a road which existed largely on paper and never operated a train. The Narrow-Gage leased the BW&S in 1886, and absorbed it in 1891 as the Winthrop branch, serving nine stations.

Until 1894, except for a few morning and evening rush-hour trains which ran directly into East Boston, the passengers had to debark at Winthrop Junction for the branch. But by 1894 the branch had become almost as important as the main stem, and through trains were operated over it. A few years later the branch was double-tracked. Thereafter trains ran at ten-minute intervals to and from East Boston.

The Narrow-Gage was moderately profitable. In 1890, however, the Metropolitan Park Commission took over the Revere Beach recreation area and, although the BRB&L was forced to reroute part of its line through a less desirable section, business began to pick up. A year later the road got a new president, Melvin Ohio Adams, and a brighter age dawned.

ONE DAY President Adams startled his board of directors by proposing to cut the tradi-



Another day has started. With bell swinging Mason bogie No. 6 eases out of tunnel on approach to depot.

Waiting for the crowd. Nos. 9 and 20 at East Boston station with first commuter ferry, due any minute.

tional twenty-cent fare to a nickel.

"It can't be done," the conservative directors agreed unanimously.

But Adams, an experienced lawyer, was not to be balked. "We want to fill the seats in our trains," he said, "and cutting fares is the only way we can do it. Those north shore beaches are ideal residential areas for people who work in Boston. Give them a chance to break away from the city's heat, get a good night's sleep, and cool off. Give them cheap, fast transportation, and you won't be able to keep them away."

Adams got his way, and almost overnight the north-shore towns began to mushroom. The population of Lynn, Revere, and Winthrop doubled and quadrupled. In the early 1900s the railroad was carrying nearly four million passengers annually.

In 1907 business men built a play area known as Wonderland Park in a swamp near Bath House station. In that park the shapely Annette Kellerman shocked the world by "indecently" swimming and diving in what today looks like grandpa's long winter underwear. Revere Beach became known as the Coney Island of Greater Boston, and the three-foot line entered its bonanza days.

Warm weather drew people to the beach like a magnet. But, many rode the Narrow-Gage just for the ride. On week-ends and holidays the line kept 35 engineers at the throttle, with trains running on ten-minute headway. Main-line trains boasted nine cars. Those on the Winthrop Branch had only six, but the six were so crowded that you might have to hang on the car steps or sit on the coal in the tender.

At Bath House and Revere Beach a thousand people regularly swarmed over the track to greet oncoming trains. The hogger could only slow down, drop his Johnson bar into the corner, and give her the works in the hope of scattering the crowds as he pulled into the depot.

The mood was a holiday one, but death struck now and then. At Wood Island Park, children had a bad habit of walking on the trestle, and the jovial-looking Mason bogies struck and killed a few of them. A hapless vacationer stubbed his toe on a track and fell down before an oncoming train. One of the line's oldest engineers fell to his death on the jagged rocks below Harbor View trestle as he hung out of his cab window to inspect a hotbox.

Even the ferryboats had trouble. Time and again they got lost in the fog and headed out to sea. On one occasion, at the East Boston trainshed, a bogie climbed over her bumper into the harbor, leaving behind the train and a lot of frightened passengers.

The Winthrop loop in particular lay exposed to New England's renowned "nor'easters." Wind, tides, and ice storms bedeviled it constantly. During these storms the tide crept over the trestles, so that trains had to proceed gingerly through the water covering the rails. One gale drove a massive derelict ship against the flimsy Wood Island trestle. Even so, the railroad kept running.

Business was so good, in fact, that for a while there was talk of building an extension to Salem and Peabody, but the closest the company came to expanding was

After all the "coffee roasters" with their smoke and steam became fond memories trolleys like the 64 hauled commuters to end in January, '40.

Collection of Gorton T. H. Wilbur

buying the Point Shirley Street Railway in 1914.

That year annual passenger traffic rose to seven million, and later to twenty million, an astonishing total for a short line. The BRB&L now had nearly 700 employes, 25 locomotives, and 100 passenger cars. Three of the original ferryboats were scrapped at this time. A fourth, the *Swampscott*, was sold to a company in Portland, Maine, for the Peake's Island run. The *Dartmouth*, the *Ashburnham*, the *Brewster*, and the *Newton* were added to the Narrow-Gage's navy. For nearly 37 years the BRB&L, with no outstanding stock on the market, paid high dividends to its stockholders.

IN 1928 it passed into the hands of a New York outfit, the Eastern Railway Associates. The boom of the Twenties was nearing its end. When the new owners decided to electrify, at a cost of $1,000,000, the BRB&L assumed its first bonded indebtedness. The passing of the Narrow-Gage steamers was noted with regret; but electrification, completed on December 2, 1928, seemed to spell progress, efficiency, and profit.

But after that, the Narrow-gage was never the same as it had been. A central power plant was set up, trolleys replaced the bogies, and turnstiles were installed at stations. Where agents were not on duty, the trainmen collected fares with cash-register punches. Then came the crowning indignity. A bus service was introduced between Winthrop Beach Station and Point Shirley!

Most of the old railroad coaches were rebuilt to run singly or in multiple, depending upon traffic. Several one-man trolley cars—standard interurbans set on narrow-gage trucks—were bought for the "owl" runs. Originally the company expected to sell its quaint old bogie engines to South or Central American railroads; but yard-wide trucks wouldn't run on meter-wide rails without expensive alterations, and so all were scrapped. The last one to remain on the roster, No. 14, served for a time as a heater at the Orient Heights car shops.

On the eve of the Depression, the Boston, Revere Beach & Lynn boasted 34.56 miles of track, including 8.66 miles between Boston and Lynn, 4.56 miles between Winthrop and Revere Beach, 13.2 miles of second track, and 8.24 miles of siding, all laid in sixty-pound rail. Besides four ferryboats, there were a total of 121 cars.

With the stock market crash in 1929, the Narrow-Gage was doomed. The factors which brought about its downfall were competition from buses, streetcars, and automobiles, as well as coastwise passenger boats. Then, too, Lynn's shoe-manufacturing industry slumped, unemployment rose, and many people stopped riding the cars. Without the electrification burden, the road might have got back on its feet during World War II.

Ironically, Boston's Metropolitan Transit Authority built a new electric line to Lynn, for the most part over what was once the route of the famed Narrow-Gage.

When World War II began in 1939, the BRB&L was bankrupt, and a few months later the courts permitted the road to suspend operation.

On January 27, 1940, the superintendent, John R. Sullivan, sadly issued this order:

"The ferryboats go out of operation with the trains, and the last trip will be made by the *Brewster*, arriving at Rowe's Wharf at 11:47 P.M. The boat will unload and return to East Boston without passengers.

"Trainmen on putting up their trains for the last time will see that all car doors are locked, tanks blown, and trolley poles placed securely under the hooks.

"All night motormen who have a day off on Saturday will not report for Sunday work. Towermen who are due to report at 11:00 P.M. will not report for duty. All towermen on duty Sunday after 3:00 P.M. will remain at their posts until the last trains have arrived or departed."

SULLIVAN miscalculated a bit. Thousands of persons showed up at the Boston terminal to bid the narrow-gage com-

When the old BRB&L was electrified in 1928 the days of the bogie and Manchester loco were over. Here they are shipped out on B&M flatcars.

Collection of Steve Cook, Saugus, Mass.

All-Time Roster: Boston, Revere Beach & Lynn

Number	Name	Type	Builder	Builder's Number	Date	Cylinders	Drivers	Disposition	
1	Orion	0-4-4	Mason	508	1873	10x15	36	Sold,	1888
1		4-4-0	Hinkley	—	1879	12x18	39	Sold,	1901
1		2-4-4	Manchester	27801	1903[8]	14x18	49	Scrapped,	1928
2	Pegasus	0-4-4	Mason	549	1875	10x16	42	Scrapped,	1896
2		2-4-4	Manchester	1707	1899[8]	14x18	49	Scrapped,	1928
3	Jupiter	0-4-4	Mason	550	1875	10x16	42	Scrapped,	1896
3		2-4-4	Manchester	1708	1899[8]	14x18	49	Scrapped,	1928
4	Mercury	2-4-0	Porter, Bell & Co.		1876			Leased,	1878
4		2-4-6	Mason	683	1882	14x18	48	Scrapped,	1904
4		2-4-4	Manchester	30125	1904	14x18	49	Scrapped,	1928
5	Leo	4-4-0	Hinkley	1240	1876			Sold,	1883
5		2-4--	Mason	720	1885[6]	14x28	49	Scrapped,	1928
6	Draco	0-4-4	Mason	559	1876	10,16	42	Scrapped,	1885
6		2-4-4	Mason	727	1886[7]	14x18	49	Scrapped,	1928
7		2-4-6	Mason	684	1882[7]	14x18	48	Scrapped,	1928
8		2-4-4	Mason	692	1883	14x18	48	Scrapped,	1900
8		2-4-4	Manchester	1741	1900[8]	14x18	49	Scrapped,	1928
9		2-4-4	Mason	740	1887	14x18	49	Scrapped,	1928
10		2-4-4	Mason	741	1887	14x18	49	Scrapped,	1929
11		2-4-4	Taunton	981	1890[7]	14x28	49	Scrapped,	1928
12		2-4-4	Taunton	982	1890[7]	14x18	49	Scrapped,	1928
13		2-4-4	Manchester	1742	1900	14x18	49	Scrapped,	1928
14		2-4-4	Manchester	25872	1902	14x18	49	Heater, after	1928
15		2-4-4	Manchester	27802	1903	14x18	49	Scrapped,	1928
16		2-4-4	Manchester	30499	1905	14x18	49	Scrapped,	1928
17		2-4-4	Manchester	39054	1906	14x18	49	Scrapped,	1928
18		2-4-4	Manchester	42268	1907	14x18	49	Scrapped,	1928
19		2-4-4	Manchester	42741	1907	14x18	49	Scrapped,	1928
20		2-4-4	Manchester	42742	1907	14x18	49	Scrapped,	1928
21		2-4-4	Manchester	42743	1907	14x18	49	Scrapped	1928
22		2-4-4	Manchester	50830	1912	14x18	49	Scrapped,	1928
23		2-4-4	Manchester	50831	1912	14x18	49	Scrapped,	1928
24		2-4-4	Schenectady	54590	1914	14x18	49	Scrapped,	1928
25		2-4-4	Schenectady	54591	1914	14x18	49	Scrapped,	1928
26		2-4-4	Schenectady	54592	1914	14x18	49	Scrapped,	1928

[1] Originally built for the North & South of Georgia, the engine went through a trestle near Rome, Ga., while in transit, returned to the builder, and was sold to BRB&L in 1875 which later sold it to the Nantucket Railroad.
[2] Originially the Profile & Franconia Notch Profile, she came to the BRB&L in 1899 from the Boston & Maine, was later resold to the Nantucket Railroad.
[3] Leased to the Boston, Winthrop & Point Shirley, 1883, returned to BRB&L, 1892, burned at Winthrop Jct., 1896.
[4] Boston, Winthrop & Point Shirley.
[5] Brown Co., Fla.
[6] Rebuilt, 1917.
[7] Rebuilt, Manchester, 1920.
[8] Burned in roundhouse fire at Orient Heights in 1904, but rebuilt.

Note: The Boston, Revere Beach and Lynn acquired the Boston, Winthrop & Shore No. 1, an 0-4-4ST, when it absorbed that road in 1892, but the engine was scrapped in 1893. Roster was prepared by the late Charles E. Fisher, President, Railway & Locomotive Historical Society.

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muter line a fond good-bye. The ferryboat *Brewster* was due to leave Rowe's Wharf at 11:25, but many riders seemed to want to be the last to go through the turnstiles and ride the ferry. The whistle blew blast after blast in an effort to coax the crowd aboard. Finally she steamed away from the slip, packed from deck to engine-room with singing crowds.

During the crossing other ships in the Harbor blew their whistles in farewell salute. Crowds aboard the boat, ruthless souvenir hunters, stripped her of everything movable. Of the 900 who rode the last ferry, a scant 100 climbed aboard for the farewell trip to Lynn. The rest crowded into the five-car Winthrop train—normal capacity, 360 persons—and overflowed onto the platforms.

While hundreds waited, Joseph A. Lewis, conductor on the final Winthrop train, went into the small room at the boat landing to give Minnie and Peggy, the East Boston train crews' pet cats, their last meal at the railroad's expense. The aging conductor leisurely set a generous amount of food on the floor while train crews filed in silently to watch. Their Narrow-Gage days ended, the cats went home that night with the trainmen.

Then the last two trains slid quietly down the tracks toward Lynn and Winthrop, while the *Brewster* carried her final load of passengers back into Boston. That night, the crewmen's wives rode with them.

Crowds greeted the trains at every street and station; newcomers scaled the cars and rode the roofs. Vandals and souvenir snatchers smashed windows, ripped straw fabric from the seats, and took away everything loose. Two cars made the entire trip in total darkness after the light bulbs had been stolen. Five patrolmen and a sergeant had been assigned to prevent vandalism, but they might as well have stayed home.

The Winthrop train rolled to a halt at one o'clock that morning at Orient Heights. There police had to be called in to help clear out the trains. Only the 300-odd employes, who had lost their jobs, a few veteran commuters, and a few railfans seemed genuinely saddened by the death of the Narrow-Gage.

Later that night in the general offices at Rowe's Wharf, Superintendent Sullivan, who boasted 43 years' service on the road, watched the *Brewster* pull out empty on her final trip to the East Boston slip.

"Even when I first took this job," he said disconsolately, "I knew it wasn't going to last." ●

Photograph by late H. W. Pontin

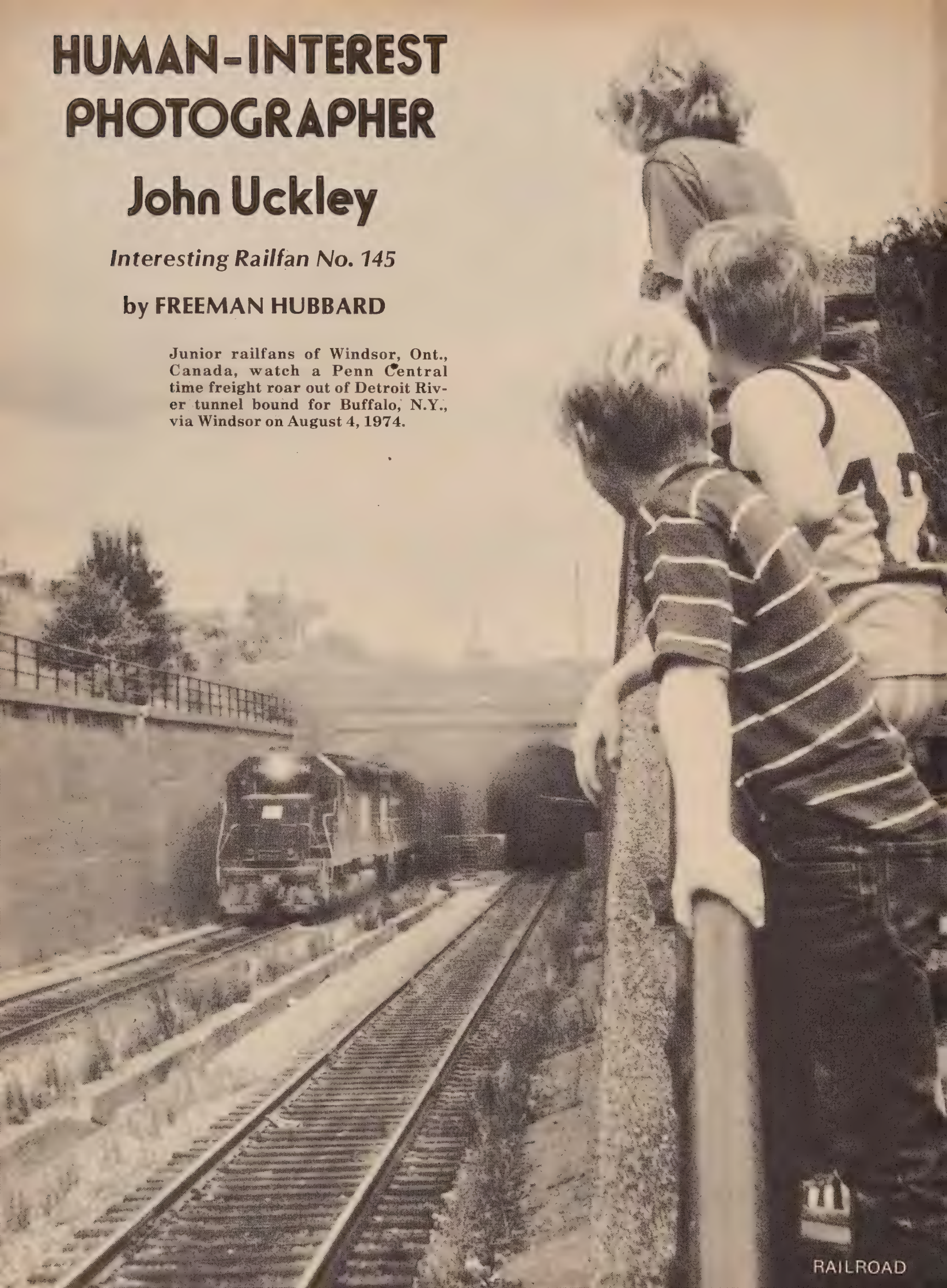
The colorful era of the gage has ended, but Boston commuter crowds still flock to trains that get them to their North Shore locales.

HUMAN-INTEREST PHOTOGRAPHER

John Uckley

Interesting Railfan No. 145

by FREEMAN HUBBARD



Junior railfans of Windsor, Ont., Canada, watch a Penn Central time freight roar out of Detroit River tunnel bound for Buffalo, N.Y., via Windsor on August 4, 1974.

I CHOSE John Uckley for an *Interesting Railfan* because of the quality of his railroad photography. It shows imagination, originality of subject matter, and often a human side. He also has a rare gift for writing a colorful description on the back of each picture he sends us. Any editor should welcome that. I wish more photo contributors would do it. Besides, there is a personal reason. I find his approach to life itself somewhat like my own.

Born in Monroe, Michigan, on June 24, 1946, a few months after World War II ended, John still lives there with his parents, at 414 West Fourth Street, 48161. His boyhood home was near the former Monroe-Adrian branch of the New York Central, which had been the Lake Shore & Michigan Southern.

"Late at night," he tells me, "I would sneak downstairs to the pantry in our home, not to raid the icebox but to wait at the window for the evening freight, steam-powered, to come highballing by. The Adrian-bound train rumbled along the right-of-way, past the tall, ragged elms and on into the vast moonlit or cloudy night."

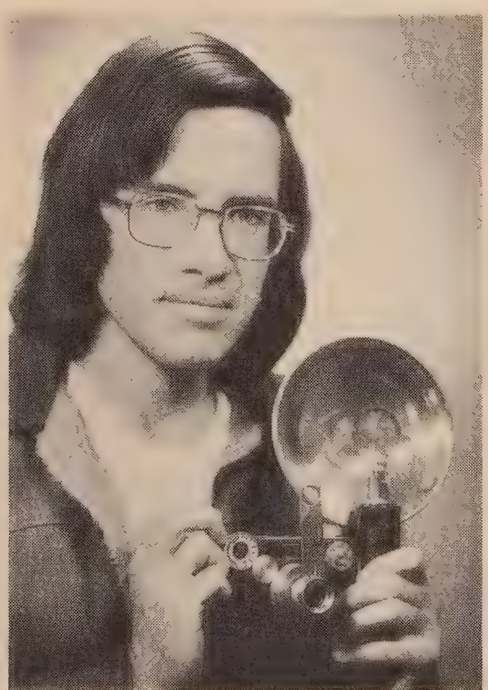
His father, Albert Uckley, had worked for the Central as a freight handler, a hazardous occupation, in the old Monroe station. One day Mr. Uckley was helping to unload heavy slabs of slate when another man dropped one onto his right hand, badly injuring the fingers. Upon recovery, Mr. Uckley left the job to become a mail carrier; and is now retired.

Another railroader in the family, John's greatuncle William Gates, was joint ticket agent for the 14 rail lines that then entered Toledo, Ohio. Each road paid him a stipulated salary. He also represented the Pullman Company and local baggage transfer enterprises and had a steamship business which enabled him to sell tickets in his office to just about every point on the globe. Warren J. Lynch, the Big Four's general manager, described the Gates agency as "the most efficient and most remarkable ticket office in the whole country."

Canadian girls on platform of Canadian National station at London, Ont., wait to board Tempo train for Sarnia, Ont., on July 19, 1974.

All photos by John Uckley, except the one below

John's greatuncle owned an elegant steam launch named the *Cygnet*, on which he would wine and dine visiting railroad brass collars while cruising on Lake Erie and the Maumee River. At his death in 1910, his still-young and beautiful widow, Emma, inherited quite a fortune. John remembers his greataunt as "an invincible spirit with a pure soul." But she trusted people too much. Scheming relatives and friends managed to get most of her wealth, and when Emma died in 1970 at age 99 she was virtually penniless.



John Uckley gets ready to shoot.
E.J. Fayette, 1604 S. Custer Rd., Monroe, Mich.

"I became addicted to railroading one winter," John recalls, "in the early days of my Post Office employment, while lugging mail sacks to the Chesapeake & Ohio depot in Monroe and putting them on the southbound *Sportsman*, No. 66, out of Detroit, bound for Huntington, West Virginia, and points east. When the train was late, I had much time to ponder life. I'd sit in the waiting room or wander up and down the snow-covered platform on chilly, dark, winter nights, waiting for that rapier of light to pierce the darkness. Just me and my old baggage cart loaded with pouches and sacks—and maybe an occasional traveler also waiting. Could it be that the wonder-

It was quiet and hot around the Grand Trunk Western depot at Pontiac, Mich., on Monday, August 12, 1974. There was a lull on the high iron. Vines entwine old switch in a mellow portrait of tranquility.

Action on Essex Terminal R.R. at Windsor, Ont., October 6, 1974. The switches are located at an interlocking with Penn Central branch that leads off the PC mainline down to the Windsor Star newsprint warehouse. Loco rumbles over bridge spanning Penn Central.

ful musty odor which pervades a thousand stations all over the land intoxicated me, or was it the bright moonlight glistening on cold rails, or just the expectation of a train coming down the tracks?"

HIS FIRST railroad photo shows the Pennsy's *Red Arrow* passing through Monroe in 1957. He shot it with a Kodak Brownie box camera from the top of a Pere Marquette tender that stood on a siding. All of the action pictures he made with that box were blurred by its slow shutter speed. Later on, as he kept experimenting, he would set the Brownie on a tree stump, a fence post, or a bridge railing so as to get clearer shots of trains; and gelatine filters, which he still uses often, made the sky more contrasty. Although our hero has been on several picture trips to Lima, Cleveland, and Fostoria, all in Ohio, with a railfan companion named Kenneth Sorg, he usually goes alone, in the Byronesque manner:

There is a pleasure in the pathless woods,
There is a rapture on the lonely shore . . .

But John often takes a real interest in people. For example, at London, Ontario, he met and talked with a Canadian National man who was clearing off small trees from the right-of-way for better visibility. The aged fellow had lived in Moscow as a boy and witnessed the violence of the Russian revolution in 1917. Our railfan listened sympathetically.

"When I go out for railroad pix," John informs us, "especially those with a human appeal, some folks think I work for the local newspaper. Usually I don't dispel this illusion, but I may show them a copy of *Railroad Magazine* in which I have photos. It helps."

On one occasion, while he was photographing RDC's and other diesels in the Canadian National yards at Sarnia, Ontario, a yard supervisor offered him a job as apprentice carman-trainee at $4.10 an hour. But at that time John was looking only for pictures, not for employment.

"I like off-beat subjects," he

says. "Anyone can snap an engine, a train, or a car. There is room for all sorts of railroading in your photography. Historical old bridges, stations, trackside signals, and so on. Likewise newer structures and installations, shot from clever angles, whether a train is nearby or not. Each one has a function. Also people. All kinds. They make the trains go and the whistles blow. Railroad employes, passengers, shippers, and train-watchers—all are important.

"I'm a pushover for kids who want their pictures taken beside a freight train or a depot. One smile from a youngster usually does the trick; and later I mail him or her an 8x10 to enjoy. I definitely favor pretty girls—those who work for railroads, ride the cushions, wave at trains, or brood in front of quaint stations. Pictures of all of them, if done in good taste, are satisfying to me. I wish I could clap my hands and bring on the dancing girls!

"It is not always easy to 'shoot' a lovely female in a railroad scene. Some girls look at me as though I were a nut when I ask them please to wave at an engineer or to accompany me on a guided tour of a small-town depot. Black girls I find especially difficult to photograph with railroad backgrounds because they are likely to be suspicious of a white man's intentions."

Canadian National RDC's sitting on ready track at Sarnia, Ont., July 16, 1974, just hours away from Toronto run. Railfans remember 4-8-2's making trip.

Almost invariably, Railfan No. 145 meets friendly and cooperative railfaring workers on his picture jaunts. He recalls one exception, though, in the Baltimore & Ohio's Rossford yard at Toledo, Ohio. While he was trying to photograph two laborers, one white and the other black, repairing turntable tracks, the white fellow said: "If you take that picture I'll wrap a crowbar around your neck!" John didn't take it.

One evening last April, as the sun was going down, our hero had to wait for an 8:10 train at Kalamazoo, Michigan, in the kind of shabby old depot where, after the ticket agent has gone home for the day at 5:30, derelicts and other odd characters begin drifting in. For example, an elderly lady in frazzled clothes and highly rouged sat on a hard wooden bench muttering to herself. A drunken man, grunting and snoring, sprawled out on a nearby bench. Two nondescript men, edging up to John, tried to talk him out of 60 cents so they could buy "another bottle of good wine." A guy who looked like someone from Tobacco Road poked his gnarled head through the open door, yelled an obscene word, and quickly left.

Meanwhile, our railfan was studying a gaudy new timetable which boasted the new "attractive, modern, functional" station at Jacksonville, Florida, and told how Amtrak had made train travel a joy again. What a contrast, he thought ironically, to the old Kalamazoo depot.

JOHN is a six-footer plus two inches. His eyes and moderately long hair are brown, and his slim, healthy figure weighs about 150 pounds. "I try to act like a gentleman," he says, "although my garb often resembles that of a down-at-the-heel cowboy." His first paying job, during his junior and senior years at Catholic Central High School,

John's family includes parents, Emma and Albert, singing on the porch, 2 cats, Falstaff (shown above) and Tony Petunia (below). His father, now retired, worked for New York Central.

was part-time janitor of a hall which the Monroe Optimist Club owns and rents out for meetings, dances, and weddings.

He is unmarried. "No woman could tolerate my aimless roaming or hasty temper," he admits. "I can't warm up to politics or sports, especially not to hunting or fishing. To keep physically fit, I eat plenty of fresh fruits and home-grown vegetables and do 200 push-ups a day. I also take long walks in the woods and on branch-line rights-of-way. Most of all I like autumn landscapes, savoring the tang of trees with red and yellow foliage, and goldenrod, and fields of bright orange pumpkins basking in the sun. Also winding creeks, a brisk

This edifice looks like a church, but is the Penn Central station at Fort Wayne, Ind. June Cooper, a PC secretary in Communications and Signal section, has finished work on July 24, 1974, and is hurrying home to change into sports garb suitable for golf course.

wind, and chipmunks and squirrels scampering through the fallen leaves in search of acorns.

"Nuts are among my favorite foods. Each fall I set aside certain days for 'nutting' expeditions to get butternuts, walnuts, hickory nuts, and hazel nuts. My home garden is complete with saucy red tomatoes, lettuce, squash, peas, carrots, cucumbers, onions, herbs, and so on. Never eat canned stuff from grocery stores if I can help it. I raid apple, peach, and pear trees in the rural areas for fruit to be preserved in jars for winter use. I eat slowly, with relish, and seldom overeat. For me, each meal is a feast to be enjoyed. I aim to get the utmost out of each day and refuse to rush through life with blunted sensibilities."

He belongs to the school of thought that regards TV largely as a wasteland. "Television," he tells me indignantly, "is the great mesmerizer of the masses. It teaches kids false values, kills their time, and dulls their imagination. It trains adults to dote on what is superfluous, such as hair spray, deodorants, new model cars, pizza mixes, gooey cake that rots your teeth, and wall-to-wall violence. Also silly family comedies and casual sex.

"I do not watch TV programs. Random sex is like someone who loves birch trees being lost in an all-birch forest. Violence and sudden death presented for the sole purpose of vicarious thrills, without emphasizing a thought-provoking moral, is decadent. Most TV and movie shows are offensive to me."

To me also, John. But not quite all. I understand, though, that you feel nostalgic over old-time radio melodrama. I wonder why. Maybe you live too much in the past. Changing the subject: The classic music of Mendelssohn, Bach, Wagner, etc., means a great deal to Railfan 145. So do some of the big-name bands. Ocassionally he plays the slide trombone. He adores his two pet cats, Falstaff and Tony Petunia, and is fond of animals in general. "At times," he says, "I enjoy being alone, for sanity's sake." To him, poetry is important. His favorite poem is William Wordsworth, whose "I Wander Lonely as a Cloud" gives him solace. Also these lines from Wordsworth:

> When from better selves we have too long
> Been parted by the hurrying world, and drop,
> Sick of its business, of its pleasures tired,
> How glorious, how benign is solitude!

But the poem John likes most of all, "Full Moon," was written by the Chinese poet Tu-Fu about 1200 years ago. He says he reads it almost every night before he retires. Here it is:

> Isolate and full, the moon floats over the house
> by the river.
> Into the night the cold water rushes away
> below the gate.
> The bright gold spilled on the river is never still.
> The brilliance of my quilt is greater than
> precious silk.
> The circle without blemish.
> The empty mountains without sound.
> The moon hangs in the vacant,
> wide constellations.
> Pine cones drop in the old garden.
> The senna trees boom.
> The same clear glory extends for ten
> thousand miles.

I am reprinting this poetry because it helps me to interpret what kind of person John Uckley is. A fellow who reads the same idyllic poem almost every night before going to bed must have a feeling for beauty, and John tries to inject some of this beauty into his camera studies, including his

Although John Uckley disapproves of killing wild animals, he took this picture of squirrel-hunter Clinton Monk at Macon Creek last October 11 as a freight train went by, led by a pair of Ann Arbor GP-35's, bound for the road's northern terminus.

ANN ARBOR

railroad pictures. One of his photos that he is especially proud of shows an old B&O caboose at sunset. On it was painted the slogan, "Linking 13 Great States With the Nation." Teen-age vandals had damaged it so much by fire that the old hack, in the Rossford yards last June, was being readied for a farewell journey to the scrap heap. The scene could be described as poetry in the form of a picture.

JOHN has a high regard for the late Lucius Beebe's photos and books, saying: "Beebe put the essense of railroading into a palatable form to the extent that no other author has ever done. He lived life on his own terms and made railroad photography an art form in its own right. He was my favorite personality."

One of mine, too, John. Lucius visited my office now and then. His epitaph that I wrote for *Railroad* ended with these words: "The world seems smaller because he has gone." But getting back to our main subject: John has had short stories essays, and poems published in the *Raisin Review,* a literary arts magazine put out by the Monroe County Community College, which he is now attending.

"What was the biggest mistake that you ever made?" I asked him.

The answer: "Buying four fast sports cars in one year with money my family could ill afford."

My next question: "How did you get acquainted with *Railroad Magazine*?"

"The first issue I bought," he says, "was March 1966, on a rainy night at Fort Street station in Detroit while I was waiting to board a B&O troop train bound for Cincinnati. I had just been inducted into the U.S. Army and was feeling pretty low. The Vietnam War was then raging violently and many of us felt like cannon fodder. The warm aura of humanity in your magazine lifted my spirits."

Howard Kniffen of Dundee, Mich., close friend of John Uckley, has this to say of him: "We became acquainted at a journalism class in the Community College in 1971. John is a hard person to get to know. He's quiet, somewhat shy, and probably the most individualistic person I have ever met. His life is relatively simple. He abhors materialism that goes beyond necessity, aims to keep free of excess possessions, and yet he has a 1969 Mustang sports car, his other two most prized possessions being a camera and his Shakespeare books.

"In addition to railroads, girls, photography, poetry, and writing—hopefully for publication in big magazines—his main interests are the Trojan War and the England of Shakespeare's day. I don't envy your job of trying to sum up his personality in a magazine article."

Tim Bazzett, assistant professor of English in the same college, tells me: "John is a sincere, down-to-earth fellow. I never cease to be amazed at the diversity and intensity of his interests. He is one of the very few persons I know who has read the complete works of William Shakespeare, and he continues to read them the way that some people study the Bible. Such traits set him apart from his contemporaries.

"So John is, and he probably always will be, a loner. He walks miles of track to take pictures of old abandoned depots and way stations, sometimes lying flat on his belly between the rails to get the desired effect."

If he does that, Tim, he is violating a safety rule. Anyhow, John is introspective, often self-critical, and a young writer of real literary merit who lapses occasionally into bombast or hyperbole. The following illustrates my point:

"At times I am a rank hypocrite," he states, "but I keep trying to smooth out my rough edges on the grinding stone of Thoreau, Shakespeare, Wordsworth, and others of like majesty in literature.

"I believe in progress for the mass of people if the frail body of nature is not trampled to death by the blind stallions of commercial greed. What kind of boy or girl can grow up to lusty adulthood surrounded by auto dealerships, hamburger joints, shopping malls, gas stations, and endless ribbons of asphalt? Let them have jobs, hospitals, churches, schools, and enough to eat; but don't glut their tender souls with the thick jade of commercialism." ●

Norfolk & Western No. 3659, ex-Wabash F7A unit, being fueled at the downtown Windsor, Ont., yard of CNR on August 18, 1874 with a trip to Buffalo. N&W has ten F units running on St. Thomas Division.

Detroit & Toledo Shoreline GP-7, No. 45, pokes her blue nose with the yellow stripes through the I-75 expressway underpass southbound for Toledo, Ohio, from Trenton, Mich., on a warm day in 1974.

Matt Fenn Was Running Away from Memories He Hated, Running Away from Himself, and He Kept on Running Until He Reached the End of

the long road

by JACK DERAGON

With an angry curse at the Dominion Central hogger, Matt Fenn unloads at the Poplar Lodge station.

THE FIRST thing Matt Fenn saw on the station platform at Mill Creek as he swung off the manifest freight was a girl in a neatly tailored tweed suit. She had red hair and clear blue eyes, and she was clamping both hands to her thighs to keep the train-wind from lifting her short skirt. The young fellow thought he caught a whiff of perfume, but he wasn't quite sure.

"Right over there," she nodded and pointed, raising her voice above the roar of the train. "That's Mr. Carlin's office. He's the chief dispatcher, and he's looking for men."

"And you?" Matt asked.

The blue eyes turned to steel.

"You know your way around," he went on pleasantly, "but how'd you guess I was a lightning slinger?"

"It's written all over you."

The westbound local ground to a stop in a whirl of flying cinders. Matt watched the girl climb aboard. She glanced back and Matt waved. There was no response. The operator shrugged, and angled for the door marked "Dispatcher's Office." He pushed it open and clomped up the bare wooden stairs.

The chief must have sensed that Matt Fenn was a good man applying for a job, for his face brightened. Operators were in demand just then on the Dominion Central.

Answering a question, "Boomer?" the youth shook his head, noting that the chief had

Illustration by D.B. Rasmussen

the same color of hair and eyes he'd seen outside.

"I need an operator to send up to Windigokan tonight," Carlin said briskly. "Where'd you sit in last?"

"Belleville, sir, on the Canadian National."

Carlin fished for the joker. "Belleville too tame for you?"

"No, I quit with a clean sheet. Personal reasons, if you like."

"You want the job?"

Matt parried the question. "Does anyone by the name of Tallon run out of Mill Creek?"

"Yeah, an engineer. Has a son who just moved into a night slot on the train-sheet here."

"The old man, that'll be the one. Sure, I'll take the job."

THAT NIGHT, Matt caught a train of wheat empties, and in due time he dropped off at Windigokan; but even before his polished shoes hit the cinders, just about the whole division knew of his arrival and a little more besides.

It started from the dispatcher's office at Mill Creek. There, Jim Tallon, high-wheeling hogger with a cool disregard for everything but his own throttle prowess, had learned of Matt Fenn from the chief and he started asking questions.

"Don't know much about him," said Carlin. "Just what's on the form here. Pounded brass in Belleville. He's on his way to Windigokan tonight."

The chief waited, not mentioning Matt's interest in Tallon.

The engineer grunted. "Knew his old man on the Canadian Pacific fifteen years ago when I was runnin' outa Calgary. He was a conductor. One night he took a coal drag out ahead of me. They busted a wheel forty miles out, and I smashed into 'em with thirty reefers." Carlin showed a flicker of interest as Tallon went on. "There wasn't enough left o' that caboose to build a shelf. Fenn and his rear brakeman went to glory."

The chief's eyebrows knit. "Who was flagging?"

"Nobody. When we got the bodies out, they smelled like a distillery."

Carlin whistled softly. There was an implied connection in Tallon's heavy whisper that eager ears were quick to grasp. And later, the telegraph tomtoms clattered up and down the main line, so that Windigokan knew about Matt Fenn even before he hung up his Stetson hat.

MATT felt at home almost as soon as he rolled his sleeves up, and the division was quickly assured about the new night man at Windigokan.

The operator at Poplar Lodge, fifteen miles west, formed an early opinion. Right after midnight there was a lull, and Matt heard the sounder calling "WD . . . WD . . . WD."

He snapped the key and acknowledged, listened to the message: "PL says wlcm to Dominion Central."

Matt smiled. There was a slow, methodical cadence to the sounder, with a very slight hesitancy. He opened the key, and the letters flowed like velvet from his wrist. "Thnks . . . glad to know you . . . what's yr name?"

There was a brief pause, and then: "Frances Carlin. How do you do?"

Matt cut in: "My God, a woman?"

The pause was longer this time. The sounder seemed to have a new tone, a brassy defiance as it clattered back, "Yes wht's wrng with that?"

Matt answered: "Things sure tough on Dominion Central." Before he had finished, she broke in with a curt "I thought so too whn I saw you at Mill Creek."

Then he remembered the auburn hair and the clear blue eyes; and the name *Carlin,* which had passed unnoticed in his surprise at learning his nearest neighbor was a female, suddenly suggested another question: "You related to chief dispr?"

The dots and dashes that clattered over the wire formed the not-surprising words, "He's my father."

Matt didn't know what to say to that one. A week later, the division heard some more about the new op at Windigokan. There had been rain for three days. A steady, drizzling downpour soaked into the right-of-way and gurgled off in the full-running ditches. It was raw and chilling autumn weather.

Matt sat in his chair, head-set draped over one ear, listening to the voices of the Dominion Central.

A westbound manifest, No. 401, had just been reported through Watson, the first station east of Windigokan. That would be Jim Tallon wheeling it. Matt could visualize the big Mikado pounding over the rise and dropping down the long hill west of Watson. There was nothing for Tallon at Windigokan. The hogger would keep her rolling through the sag and would work steam all the way, to give him a run for the long grade up toward Poplar Lodge.

Matt couldn't believe his ears when he heard the operator at Poplar Lodge, Frances Carlin, come in on the line. Her voice was crisply efficient, yet pleasing, when she said:

"OS Poplar Lodge, wheat extra 3360 east through at 11:06. Sorry I'm late. Office door blew shut and locked me out on the platform. Came back in through the window."

Matt looked at the clock. That wheat extra was six minutes out of Poplar Lodge, driving east, about twelve miles from Windigokan. Tallon's 401 would be closer than that, coming the other way. Matt felt a prickle stirring the back of his neck.

Dropping his foot on the pedal of the dispatcher's phone, he cut in to Mill Creek. He knew it was Tallon's son, the youngster, who answered. Obviously a green hand on the train-sheet. In swift, sharp words Matt barked: "Where's that Extra 3360 going for 401?"

The division held its breath. There was a pause. Then the voice came back in the head-set, brittle and unsure.

"Who's that, Windigokan? What are you talking about?"

The dispatcher, young Tallon, hadn't caught it.

"You've got lap out," Matt replied, "A real beauty that'll kick the hell out of your trainsheet.

Hold it! I see a headlight. Let's get the 401 off the iron. You figure out the next move!"

MATT FENN threw the board to red and slapped his Stetson on his head. Grabbing the lantern and two fuses from under the table, he stuffed torpedoes into his pocket and dashed out on the rain-soaked platform. Tallon's thunder burst into the open. His headlight topped the hill eastward, sweeping and washing the granite rock walls and the dark masses of glistening wet jackpine.

Jim Tallon had no reason to expect anything for him at Windigokan. His son, sitting back there at Mill Creek, had set 'em up for him all the way. The old hogger had faith in his son. He'd keep 'er latched out, probably dozing a little, maybe even slightly dazed by the contents of the brown bottle in his grip—like the time back on the Canadian Pacific, the time he'd gotten away with it.

Matt felt something grab his stomach as he snapped the cap off a fusee and swung it viciously into the soggy wood of a tie. A cherry-red ball mushroomed behind him.

He ran on toward the blossoming glare of the headlight, fumbling with lead torpedo clips. Then he heard the engine shut off, with two wild raps of the whistle. Rings of fire lit up the running gear. The air was filled with the acrid smell of burning steel, shrieking, slipping, protesting, and the headlight starkly outlined the passing track switch.

Matt caught his first hint of the other train whistling over the shoulder of the western hill. He glanced at his red board, twinkling imperiously and wetly from the staff above the station. Then he made a quick decision. He sprinted for the passing track switch, dragging a key out of his pocket as his long legs burned up the ground.

The 401 was coming under control, but still rolling heavily—and rolling close! There'd be no second chances on this move. Matt flipped the lock, snapped up the handle.

He could feel the hot breath from the cylinders even as he threw his weight into it. He felt the bite of the pilot wheels against the points even before he got the switch handle shoved right down again.

The brass pounder grabbed at the gangway rails and hung on the bottom step for an instant before pulling himself up. He could see Tallon fighting her, with brake and sander, bucking his fifty-five cars to a halt.

Matt yelled at him: "Don't stop now! Douse your headlight after you've run into the clear!"

Now they could all see the yellow glare of the wheat extra topping the western rise. Matt dropped off the engine as she pounded past the station. He stood on the platform watching the rear end of the manifest snaking into the passing track. Close, he thought, but it'll have to do.

Then he entered the station, threw the board back to green, and watched the wheat extra bucketing down from the west end. Twenty slow, long, perspiring seconds passed. The manifest caboose lurched over the frog, the switchlight blinked and showed green. Matt took a deep breath.

The wheat drag was beating in hard. Her stack chuckled with a throaty roar as she picked up speed for the hill down which the manifest had just dropped. She went through in a blast of thunder, and the markers of her crummy sizzled past like the flicking end of a bull-whip.

Matt sagged back from the window, humming a little tuneless air as he sat down in front of the dispatcher's phone. Carefully he picked up the head-set. He tramped on the pedal and squinted at the clock.

"OS Windigokan. Extra 3360 east through Windigokan at 11:23."

You could feel a sigh of relief going up all along the division.

"Meanwhile," cut in the operator at Matt, "there's a hopping mad crew off the 401 coming into my office now, and they look as if they think someone has been a naughty boy."

The telegraph sounder in front of him began chattering with that familiar methodical cadence. Just slightly hesitant.

"Nice work WD." Only that. The amused Matt flicked his key and shot back in clipped Morse: "Thnks stay inside next time and don't get lcked out."

The answer was brief and unmistakable. "Go to hell!"

Matt Fenn gasped. He'd never expected such language from a chief dispatcher's daughter. But he remembered her voice as he had heard it on the Mill Creek station platform and somehow the remembrance felt good.

CARLIN said the next afternoon. "I like your style, Fenn. That's why I called you down here. So I could tell you."

"Thanks," Matt responded, settling himself against the window in the chief's office. A gray rain still fell outside, sopping into the ballast and gleaming against the car sides.

"How did you catch that face-up?" Carlin went on. "I'm curious."

Two and two fell together quickly in his mind, and the yellow service telegram before him confirmed it.

Matt grinned. "I had the head-set on. You hear an OS report, and then another, and automatically you start figuring where they're going to meet." The smile faded. "Near as I could figure, they'd meet in a rock cut about four miles west of me—and that's not very tidy."

"Why didn't you tell me that you'd been a dispatcher, when you checked in here first?" Carlin waved a telegram idly.

Matt evaded: "Call it personal reasons, if you like."

The chief and Matt Fenn sat there for thirty seconds in silent appraisal. Carlin spoke first.

"You're through at Windigokan. I'm putting you back on a train-sheet. Need a new trick dispatcher here."

Matt sighed. "What are you doing about Tallon's kid?"

"What do you think?"

"I think you shouldn't," said Matt carefully. "He was too green to be put in the slot in the

first place, you know that. That's where the real mistake lay."

Carlin shook his head. "I'm sorry, Fenn. I'd like to, but I just can't take a chance. He's young enough to pick up from scratch somewhere else. I've got to let him go."

"Okay," said Matt. "Then I'll be going, too."

"Now wait a minute . . ."

Matt was on his feet, bringing the Stetson up to his head. The chief was around the desk in a second.

"Sit down, Fenn, sit down! Why all this interest in the Tallons, especially from you?"

"It isn't the Tallons. It isn't even one Tallon. I don't care who it is; it's just a question of what's right."

Carlin slumped wearily back to his seat. "Okay, Fenn. So we are giving the kid another chance. Out on a station trick. But I'll be watching every move he makes."

"So will I," said Matt.

"Now then, lay off a couple of days and take a swing over the rails of the Dominion Central. I want you to know exactly what kind of checker-board we're playing on."

Matt stretched easily.

"One more thing," said Carlin. His face was serious now. "I think I know about your interest in Tallon—the old man, I mean. Now listen: don't go starting anything!"

"Why?" Matt asked icily.

"There's enough to keep a man busy without personal grudges. I know it's a long road, this feuding, and it never leads to any place but trouble."

Matt's voice was slow and hard. "I won't interfere with the running of trains, Mr. Carlin, nor make your job any tougher than it is, God knows. More than that I can't say."

The chief frowned. "All right. I'll drop it. But remember my words."

"I will," Matt promised.

"Also, don't be getting too friendly with the operator at Poplar Lodge."

"Your daughter?"

"Yes. Just remember we're short of telegraph operators and—well, don't be getting any ideas."

Matt gave a faint scowl and stepped out into the driving rain.

NEXT EVENING at 5:15 the 401 simmered gently in the Mill Creek yards, ready for her westbound plunge into the hills. Jim Tallon was already slouched in his seatbox when Matt Fenn genially bounced his grip into the gangway and swung up behind it.

"Hello, Tallon!" said the dispatcher, "I'm takin' a look-see from the front end tonight."

The hogger didn't answer. Instead, he blasted two long ones to let the rear end know that his train line was pumped up. A highball from the caboose told him to get out of town. Matt he ignored. Left to his own devices, the visitor balanced on the rocking deck as the 3304 lurched out onto the main stem. The yard-limit board swam by, surrounded by a golden blur of raindrops.

Later, Matt leaned over the engineer. "You really count the bugs in your headlight now, don't you, Jim?"

The engineer growled. "What in hell are you talking about?"

"Just making words. It strikes me that you run 'em a lot different from the way you did on the Canadian Pacific."

"I've been away from the CP a long time, Fenn. I've kept my mouth shut and tried to forget. Seems you'd have reason to do the same."

Matt edged in a bit closer. "I was reminded of it a few weeks ago by a guy I met."

"What guy?"

"Just a bum. I staked him to pie and coffee one night in Belleville. He said he'd been in a pile-up in a rattler plowing into the rear of a freight."

Tallon kept his black eyes straight ahead, teasing the throttle, slipping a few pounds of air under the wheels as they heeled off the tangents. More miles unrolled beneath the spinning wheels.

"So you come all the way up here to tell me about a bum who was in a rear-ender?"

"Yep. Mere coincidence, of course. This rear-ender was on the same division. And, do you know, Tallon, the date was exactly the same date you piled into my dad's train!"

"It's tough, kid, but you won't get anywhere carryin' grudges. You're not to blame for your dad's mistakes."

Matt spoke coldly. "The bum was full of a big story, Tallon. A story of how the train blasted through two guns and a red fusee before shutting off. He was on the tender at the time and he says they didn't hit the air until the pilot was almost under the caboose stalled ahead of him. Now what do you think of that?"

"I think, Fenn, you're all excited over the fairy tale of some brokendown tramp. You've forgotten the results of the investigation. The flagman was found *in* the caboose wreckage. How in hell could he have busted out a fusee on me?"

Matt clenched a fist angrily.

"The bum *saw* the fusee, Tallon. And you *did* run his guns!"

"Sure, I did. And do you know why?" He turned on his seat, his eyes glowing. "I run those guns because they were planted about two hundred feet back of the hack. Talk about short-flaggin'!"

Matt shouted: "It's no go, Tallon. I believe the bum. Tell me the truth!"

"This I'll tell you," Tallon yelled back. "You're unloadin'. Off this engine—right here at Poplar Lodge!"

"That won't be the last of it."

"Oh, yes it will! And I'm turnin' you in at the end of the run. I'll have Carlin whip you off this division."

MATT'S FEET hit the station platform at Poplar Lodge. The answer he was searching for still evaded him. He heard the stutter of wheels over rail joints, the clang of draft gear as the big Mike yanked out the slack, stormed into the rain.

The caboose markers swam up fast. Matt realized that Tallon had never intended him to catch the caboose at all. With a surge of fury he prepared to latch onto a grab-iron.

Then a flood of yellow light from the station door outlined the girl. She caught sight of

Matt, screamed at him. Her words were lost over the racket of the train. A moment later Matt was grasping her shoulders, staring into the face, rain-soaked and wide-eyed with fear.

"The Aspen bridge!" He got that much from Frances. Something about a message that had just started to come in as Tallon's engine crashed over the siding switch.

Matt let her go, and stumbled forward beside the train, his strong arms reacing for an end ladder. He grabbed one, feet fumbling for the bottom step, bouncing off a journal box and then into the comparative safety of the steel stirrup.

The wind whipped his body as the young dispatcher dragged himself to the roof. Then he started forward across the swaying car-tops, leaping the gaps carefully, ducking his head against clouds of engine smoke.

Aspen bridge! He could guess the trouble, with all the rain they'd been having. Normally a trickle, the Aspen had swollen to an ugly rolling flood.

The bridge stood eight miles from Poplar Lodge. Only five from where the train was now. Tallon was really wheeling 'em, making up the few minutes he'd lost at Poplar Lodge.

By the time Matt reached the tender, he could see the faint ruby glow of two lanterns strung up on the track ahead of the bridge. He saw Tallon, too. The hogger was leaning across the gangway, shouting with laughter at the fireman and the head shack. Nobody was looking ahead at that precise moment.

A torpedo that exploded deafeningly beneath the wheels brought Tallon back to reality. In two swift motions he wiped the clock and latched onto his whistle cord. The train shuddered, checked, and slid on rain-greased rails toward those looming red lights.

SHE ALMOST made it. At fifteen miles an hour the brakeman and fireman unloaded. Tallon stood doggedly at his seat, fighting with sander and reverse lever, but the lost seconds could not be won back.

Matt Fenn leaped. He felt himself rolling over and over in a water-filled ditch. As in a dream, he saw the engine nose out slowly onto Aspen bridge, then settle to the left and sink despairingly into the water. Her firedoors blew open and a rush of steam enveloped the cab.

Matt didn't know how he got down to the river. His first awareness came from the ice-cold water of the roiling Aspen tugging at his thighs as he struggled toward the engine cab.

He saw the huddled form of Tallon, hanging half out of his cab window. The water almost covered his shoulders. Head fell forward weakly, then straightening up, fell again.

Matt groped around, tried to pull him clear. The hogger was caught firmly, legs wedged between the seatbox and the reversd quadrant. He wouldn't move out of there until the wrecker came, with tools and equipment to free him from that crushed cab.

Matt seized the massive head, held it up clear of the water. His feet were braced against the current, his back close against the sloping cab side. He couldn't go for help, for if he did the old man's head would fall forward and Tallon would drown in his own cab. He could only wait.

And there in the muddy flood, holding up the head of the man he hated, Matt had a vision of his father's face. He remembered how he'd hated his father after that wreck of years ago. Long after the big hook had cleared away the mess, he felt the shame of what his father had done. Then he had run away from it.

Dimly, Matt heard a distant whistle, blowing and wailing from a far-off world. It was unreal. Reality was here, in the river against a shattered cab with rushing waters tearing at his legs, waters rising and reaching to snuff out the life that he held up from its grasp.

Matt felt himself slipping into the water, felt the engineer's head slipping, imperceptibly, closer to the lapping waves. The strength was draining out of him. A black delirium set in, blotting everything else out.

Then a girl spoke. "There he is, down by the engine!"

Vaguely, Matt heard those words, and remembered the voice. The impression lightened his relapse into the darkness.

THE ANTISEPTIC smell of the hospital was the first thing Matt Fenn was conscious of. Next he recognized Carlin, the chief dispatcher, seated at his bedside, squinting at him. Matt smiled feebly.

The chief coughed and said: "Did you have to pick the hard way to look over the Dominion Central?"

He was grinning. Matt extended a weak hand and grasped the chief's horny paw.

"How's Jim Tallon?"

Carlin answered: "Alive. Looks like he'll stay alive, thanks to you."

"That's good. I'm glad."

"Tallon had a lot to tell me."

"Yeah?"

"About a rear-ender on the Canadian Pacific. Rule G. Ran a red fusee. Flagman was hit by his pilot and carried into the wreckage. Tallon himself smashed a whisky bottle in it. He's ready to sign a statement for you."

Matt said: "To hell with a statement! How many people has he told?"

"Just me. You're the only other one who knows—you and that bum, but God knows where he is."

Matt nodded. "It doesn't seem to matter now. I forgot all the hate I ever knew—out there in the Aspen."

Carlin went on: "Oh, there's a visitor who wants to see you. My daughter Frances."

"Hi, railroader!" she called out. "Taking a vacation?"

Matt's heart leaped with joy. That voice sounded even sweeter than when he'd first heard it. He looked at hair with the sheen of new copper and a beautiful face lit up by a warm smile.

"Hi!" he grinned. "It seems to me we have met before."

Carlin ducked out the door. The girl drew closer to Matt and he realized suddenly that he had found a pair of unexpressibly blue eyes at the end of the long road. ●

IN SEARCH OF STEAM

Mike Eagleson

It was the morning of October 14, 1974, and the breath of British Columbia Railway passenger extra 2860 North clung to the autumnal air as she snaked her way past mile 31.2 Squamish subdivision on the last run of a highly successful season that saw some 53,000 making trips. Michael Wilkie, 595 Leaside Ave., Victoria, B.C., Canada, V8Z 2K9

GOOD NEWS for steam fans in northern New York State. Eugene H. Blabey II, vice president-traffic for the Livonia, Avon & Lakeville, informs me that their ex-Huntington & Broad Top 2-8-0 No. 38 will be repaired and returned to service. The medium-sized Consolidation did not run at all during the 1974 summer tourist season, but should have her boiler and firebox rebuilding completed for 1975. The LA&L is a steam-powered common carrier.

TWENTY WOODBURNING steam locos on the State Railways of Thailand have been repaired and join more than 100 others now in regular service. Apparently the Thais find steam has a new lease on life due to the oil energy crisis.

THE LARGEST known fleet of steam engines is in India, with 8,300 locomotives. (Statistics on China are unavailable.) South Africa is second, with 2,365. Japan and West Germany each hover around 1,000, but the active number is probably less than half. England has more than 1,000 preserved engines, of which all but three are privately owned. Only 181 are operable.

Probably steam will remain in many undeveloped countries for years to come. The Benguela Railway in Angola, Africa, for example, maintains a forest industry to supply fuel for their 92 operable steam locomotives. A total of 26,300 operable steamers were on the rosters of the world's railways at the close of 1973. More than half, 15,000, were in Asia, while Africa had 3,700. All of Europe, both East and West, mustered only 5,000. China's big railway system was not included in this tally.

I've recently returned from a three week trip "in search of steam" in Argentina, Bolivia, and Peru. In all, I photographed several hundred steamers from 0-4-0T's to 2-10-2's in regular service. Many of these will be active for several more years. I'll discuss my findings, country by country, in a future story in *Railroad.*

HAMILTON SHORTLINE is a half-mile narrow-gage line located on State Highway 518, a short distance east of Rte. 16 at Lisbon, Ohio, reports Frank R. Bauer, 10907 Darby Ave., Northridge, Calif. 91324. Its owner, Earl Hamilton, uses a small steam engine last used by a silica sand firm in Windham, Ohio.

MARYLAND's NEWEST railroad started passenger and freight service last summer between Berlin and West Ocean City on a leased six-mile Penn Central branch. Called the Ocean City Western, it features ex-Mobile & Gulf 2-6-0 No. 97, a 1925 Baldwin graduate. Although recent reports indicate that the Mogul developed operating problems in the fall, I hope all will be repaired by 1975 and wish the new steam road much success.

IT SOUNDED like wartime bombing returned to Llantarnam, England, one Friday evening in September. Ex-Great Western Ry. 4-6-0 No. 6000, named *King George V,* was traveling under steam to a British Railways exhibition at Swindon when the safety pops of the large Ten-wheeler were sheared completely off while going under a bridge.

The ensuing blast of escaping steam scared the crew and could be heard for miles around. No injuries were reported, but the local fire department was called to extinguish the fire in the firebox before more damage could be done to the boiler. Ironically, the high-drivered, green-painted express passenger engine had traveled under that same bridge many times. However, due to recent track repair, the rails were higher, and thus all the excitement. Thanks to John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Gwent, England, for this interesting but unfortunate news. John is a retired British Rail hogger.

New Steam Books

Crystal River Pictorial, by Dell McCoy and Russ Collman, 224 pages, 11x8½″, hundreds of photos (many in color), maps, loco rosters, illustrations, Sundance Ltd., Denver, Colo. 80223, $22.50.

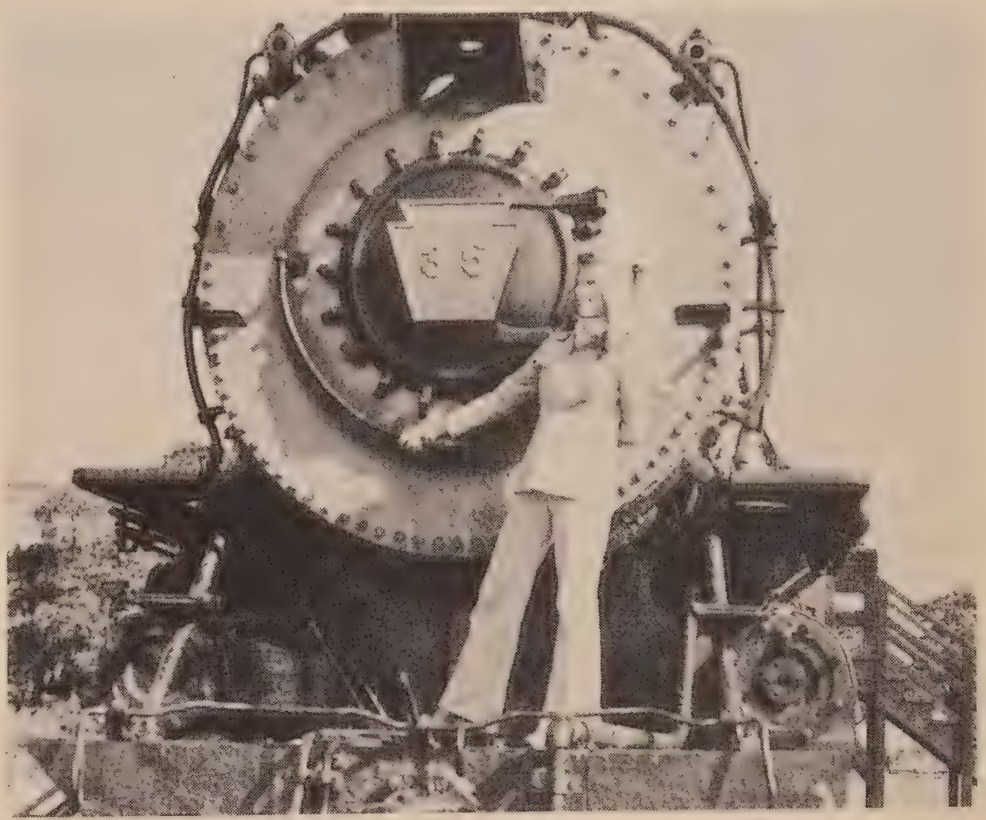
Here is a detailed photographic record of the distinctive shortline railroads that once operated in the Crystal River section of Colorado. Locomotives, cars, stations and rail scenes are beautifully reproduced on fine coated stock. More than 300 pictures, 45 in color, make this a valuable addition to the Western railfan's library. Rare views of the industries served by the steam trains are included in this work, which took over 12 years to complete. I especially liked the terrific color steam photos from as far back as 1941. Great scenery with steam-filled skies adorn this expensive but important opus on Colorado steam railroading. The Rocky Mts. are a spectacular backdrop for this drama.

History of the Keighley and Worth Valley Railway, by R.O.T. Povey, 44 pages, 5½x8½″, soft cover, photos, maps, available from the Keighley & Worth Valley Railway Preservation Society, Haworth Station, Keighley, Yorks, BD 22 8NJ, England, $1.

Originally incorporated in 1862 as a private short line, the railway eventually was absorbed by the British Railways. In the 1960's, this picturesque carrier was purchased by the Preservation Society and steam tourist service was set up. This book describes the historical events leading to the formation of this old short line.

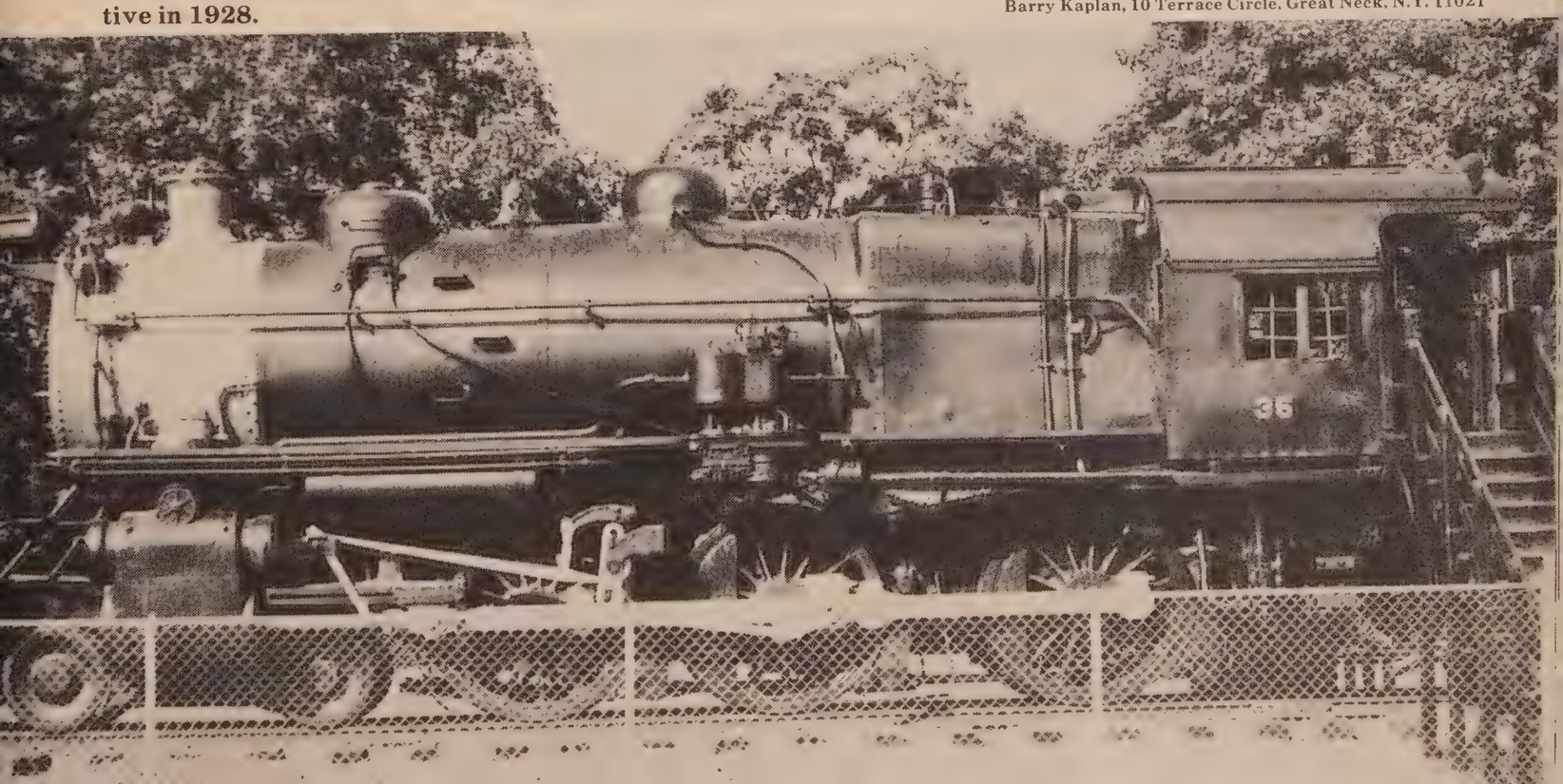
So You Want To Build a Live Steam Locomotive, by Joseph Foster Nelson, 161 pages, hard cover, photos, drawings, plans, Wildwood Publications, Box 286, Cadillac, Mich. 49601, $17.95.

I rarely review steam books in the model field, but this "live steam" work is an exception. With the disappearance of full-size live steam on the nation's railroads, the building of scaled-down working steam engines becomes more important. The author is an accomplished builder of miniature operable steam locos and has produced the definitive book on how to build and operate your own. Beautifully produced, illustrated, and understandable, this book is a necessity for those steam fans who want to see, operate, and own the "real thing" in a scaled down size. •



Pretty girls, like Joanne Kaplan (above), like to add a feminine touch to steam locomotives, whether they are on display, such as this Long Island's Ten-wheeler 35 on an October day in 1974 at Eisenhower Park, East Meadow, N.Y., or assigned to highball a railfan excursion. Pennsy built the 106-ton locomotive in 1928.

Barry Kaplan, 10 Terrace Circle, Great Neck, N.Y. 11021



Autumn foliage was at its peak during New Hope & Ivyland Chapter, NRHS, open house, Oct. 19-20, 1974. Slowly easing her way through the Bucks County countryside is southbound NH&I passenger train pulled by Baldwin No. 101 near Rushland, Pa., with two coaches filled with railfans. George A. Forero, Jr., 3800 Macalaster Dr., Minneapolis, Minn. 55421

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

THE RUMORED demise of Baltimore & Ohio's F-7's began to come true in October as F-7A No. 4622 and two B units, 5448 and 5486, were shipped west to Morrison-Knudsen Co. in Boise, Idaho. The locos were sold to M-K for use as parts supply. The 4622 had suffered from a bad electrical fire and one of the B units had fractured its main bearings. As you read this, undoubtedly more F's have left B&O property.

RAILFANNING has entered the electronics age for sure. Brian Kreimendahl, Rosemont Ave., Indigo Hall Apt. 67, Georgetown, S.C. 29440, and three other young (17-19 years) fans have founded the Pathumur Information Systems, which forwards observations via cassette tapes. In this way, a fellow in Rome, Ga., for example, can hear the sound of an old Alco working on Seaboard Coast Line in Florida; or a member in, say, Atlanta, knows what Auto-Train sounds like as it rips through South Carolina.

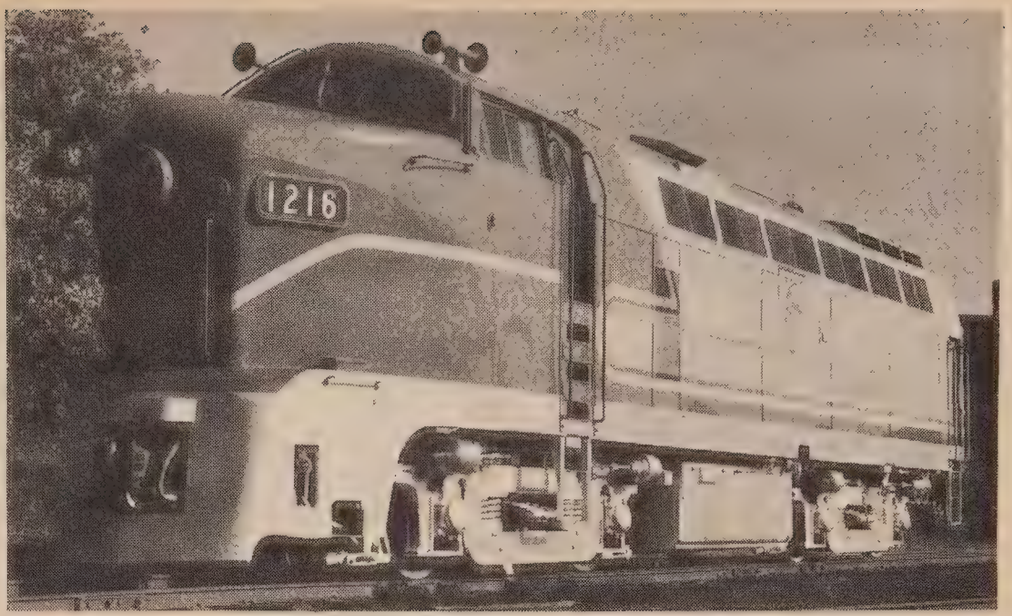
A great idea! What this could have done for steam-era railbuffs twenty years ago! Brian himself has watched trains in various locations. He misses the mainline action, but has found his area rich in railroad history. SCL provides action on the line from Hamlet, S.C., using SD-45's. Georgetown Steel Co. and International Paper, both in Georgetown, generate many loads in and out. Georgetown Steel has two GE 44-tonners. International is switched by SCL power, usually a GP-7, 9 or 18. Cars are brought in from the mainline connection at Andrews on two trains daily, usually using the power which switches International.

August reports from Pathumur tapes found these units in old Seaboard paint schemes: SCL GP-7 No. 902, GP-40 No. 1525, and GP-9 No. 987, all in Atlanta, while GP-18 No. 1056 which was used in Georgetown in late August and early September. Brian made an interesting trip to Russellville, N.C., to learn about the old Carolina Western, a 4¼-mile line that was taken over by the SCL in late 1970. It served a Georgia-Pacific lumber mill in Russellville and connected with the SCL

(old ACL) in St. Stephen, N.C. Now SCL power operates the branch; but behind the lumber mill in Russellville our correspondent found two beauties, the last two locos used by the Carolina Western.

One was 7443, ex-U.S. Army, a 45-ton Davenport end-cab B-B unit, powered by a 390-hp Cooper-Bessemer engine, and one of only nine such units ever produced!

Built for the Army in March/April, 1942, she was painted green with gold lettering that read "Carolina Western," but had retained her Army number. The second unit was lettered "Georgia Pacific 20," painted green and white. It is a 44-ton Plymouth model DE, a 300-hp eight-wheeler (B-B), and is a center-cab design, one of 24 units Plymouth built between 1943 and 1953 for industries. This type uses only one traction motor per truck, power to the other axle being provided by a chain-drive. Both units are stored. You can see them only by permission from the guard at the Georgia Pacific mill. Thanks to Pathumur Information Service for reporting this rare find!



The Shark comes to the Delaware & Hudson. Dick Allen, official photographer for D&H, took this first shot of No. 1216 with her new color scheme outside, Colonie shops a couple of days after being painted on October 21, 1974. No. 1216, a Baldwin RF-16, is ex-Monongahela and ex-New York Central, carrying the same number. When Dick took this photo the other D&H Shark No. 1205 was still in the shops being worked over. Richard J. Allen, 14 Ethel St. -M.R. 99, Binghampton, N.Y. 13905

PENN CENTRAL has opened a new training facility at its Juniata Shops in Altoona, Pa., which simulates virtually every phase of locomotive repair and maintainance work. Opened October 8th, it contains three classrooms and four equipped work benches, a stationary diesel engine, cutaway sections of locomotive parts, complete electrical and air-brake systems mounted on panels, and a locomotive cab with working controls.

The center was designed by Joseph F. Fadale, general manager of the Altoona works, following the success of a similar Freight Car Repair Training Center, opened earlier this year at the huge Samuel Rea Shop in nearby Hollidaysburg, Pa. Classes are attended voluntarily by employes on their own time, but so far attendance has been almost 100 percent. Because of them, Mr. Fadale sees an improvement in quality of work and morale. He cites the long, arduous changeover from the days of steam as being the biggest hurdle Juniata has overcome.

Norfolk & Western 143, ex-VGN 43, and 145, both FM H-16-44's, working in Norfolk yards in November, 1970. C.H. Cox, 2161 Brant Drive, San Bernardino, Calif. 92405

"Things are improving," he says. "We are hiring, and we expect to take on even more men as the new Federal law permits more shopmen to retire. Not only can we provide steady employment, but we offer a better opportunity for advancement than has existed for the past 25 years."

PC has put more than $4 million into Juniata Shops since 1964, while the Sam Rea Shops are better equipped now than ever before.

I'd like to comment on the giant road's employment policy. A fellow from California wanted to see about entering PC's Locomotive Engineer Training Program and he wrote to Philadelphia. The reply said all of PC's new men come through the Pennsylvania Bureau of Employment in Harrisburg. You must go there and fill out the forms. Good luck, boomers!

Milwaukee Road No. 419 shows the transitional style with deep radiator and drop in walkway in this switching shot in Kansas City in December of 1967. Photograph by L.A. Marre

WESTINGHOUSE Air Brake Division of WABCO reports an order from Budd Co. for 257 sets of CS-1 electro-pneumatic brake equipment for the new Amtrak New York-Washington *Metroliners*. Cost of the new brakes is $2 million. The new *Metros* are slated for 1975 delivery.

THE AMERICAN Road Equity Corp. (AMREC), a subsidiary of Ford Motor Credit Co., has agreed to buy (20 million worth) of 54 new diesels and lease them to the Santa Fe. B.J. McKenna, the vice president of AMREC, says all 54 will include modular component systems and solid state circuitry, the very latest equipment available: 37 of them 3600 hp models and 17 will have 2300 hp. They will be leased to the railroad for 18 years. No builder is mentioned, but can you see Ford buying General Motors units? Rather obviously, the units will be GE U-36's and U-23's, either B's or C's.

NEW YORK STATE Department of Transportation's *Special Report* newsletter gives some encouraging news: MTA got a $500,000 grant to buy 25 new cars for use on the PC's Hudson and Harlem divisions. Also, $4 million was awarded to the Long Island for improvements, with another $46 million depending on voter approval. A study has been initiated to see if the abandoned Lake Placid-Remsen (N.Y.) line (ex-New York Central) can be used. Governor Wilson of New York wants passenger service between Binghamton and New York City via Port Jervis. Daily demonstration runs over the Erie Lackawanna between Binghamton and Hoboken were to start late in 1974. Finally, Governor Wilson has directed negotiations be opened with Lehigh Valley to see what can be done to rehabilitate its Auburn branch between Owego and Moravia. New York, full speed ahead!

Meanwhile, Amtrak officials were in Jackson; Mich., inspecting rail for the new Jackson-Detroit commuter runs to replace the Ann Arbor-Detroit service now being operated by PC. Locomotive-hauled trains will carry 2 to 4 coaches. But the Chicago-Boston train (via Cleveland) has been delayed until at least spring, says Amtrak, due to track conditions and the question of the Cleveland Station; should trains go back to the old depot, with its high user charges, or should they build a new station?

Milwaukee final-style No. 2509 FM H-16-44 works on the Chicago & North Western at Escanaba, Mich., in 1959. She was on lease to C&NW at time. Robert Anderson, 715 E. Pabst St., Ironwood, Mich.

DELAWARE & HUDSON wants to become an operating diesel museum, or so it seems. You know they bought the last two Baldwin Sharks, have two of the famous PA's slated for passenger service, and have sent GE U-33C No. 760 (which was wrecked) to Morrison-Knudsen for installation of an Alco 251. There was also an attempt to buy Alco FA's. Now we hear a rumor that

DL&W 935, FM H-16-44, built Dec. 1952, at Bangor, Pa., September, 1958. Recent info has her in Mexico as CH-P No. 531. Photograph by Harold Buckley, Jr.

PRR monster LS-25 No. 5676, the simplest version with no M/U or dynamic brake, works the yard at Indianapolis, Ind., September 3, 1963. This Lima job is diesel version of steam double-ender. Photograph by L.A. Marre

D&H wants to get an FM Trainmaster from SP. If not SP, try closer N&W. We wish President Sterzing the best for his efforts.

B&O HAS TWO EMD NW-2 switchers in Cincinnati with cab-roof rotating beacons, the first I've seen on that road. Reportedly, these engines (9501 and 9526) are from St. Louis. The beacons solved a problem which had to do with switch crews "hiding" from the yardmaster. The boys at B&O's Stockyards engine terminal report that the locos are for sale.

C&O GP-30's numbered 3008 and 3023 were deadheaded through Cincinnati with heavy frame damage, apparently from a head-on in the Hammond, Ind., area. Anybody have details?

ROAD-SWITCHER H-16-44 was Fairbanks-Morse's best-selling road unit, with 299 sold in North America. This figure came from the F-M Builder's Record, as published in the Aug.-Sept. 1970 issue of *X2200 South*. It does not agree with the *Second Diesel Spotter's Guide*. The F-M's all-time best seller was its 1200-hp switcher, the H-12-44, at 335 units.

F-M salesmen covered a lot of ground and interested many roads, but sales were not in large blocks. The two largest U.S. buyers of the H-16-44 were the Virginian, with 40, and the Milwaukee Road, with 37. Most roads tried them in twos or fives, putting them in a specialized service (when new) such as helpers, transfer, or branch-line runs. The H-16-44 sold from New England (New Haven) to the Pacific Coast (SP, UP, ATSF) and from Canada (CP, CN) to Mexico (CH-P, BdeC).

Canada's champ is CP, with 40 units, Mexico's CH-P owned 30 of them. The builders sold close to home (Milwaukee Road) and in inaccessible jungles (Bosque de Chihuahua in Mexico). Such units hauled coal on the Virginian, fast freight on the Pittsburgh & West Virginia, passengers on the Long Island and the New Haven. F-M dominated the Virginian, P&WV, and Akron, Canton & Youngstown, but was a relative stranger to Southern, B&O, MKT, and Rock Island.

F-M's had the unique opposed-piston engine, and either Westinghouse, GE, or F-M's own traction motors. When Westinghouse left the traction motor field in 1953, it had a profound effect on F-M's sales. No U.S. orders have been built since 1958. Locomotive production ended with the completion of the CH-P order for Mexico in 1963, the last unit being H-16-44 No. 604. Although the mighty Trainmaster (H-24-66) is perhaps F-M's most famous unit, the core of the business was the smaller and more flexible H-16-44. They are good engines. Although their numbers are fading, many still work in secondary services on N&W, Milwaukee, CP Rail, and in Mexico on both CH-P and Bosque de Chihuahua.

The H-16-44 was first offered as a 1500-hp unit, model H-15-44. It carried an 8-cylinder (16 pistons) O/P engine rated at 1500 hp at 850 rpm, and rode on type B four-wheel road trucks, lengthened to accommodate the large Westinghouse traction motors. It is a high unit, with cab set far to the back, leaving only a very short "rear hood." The roofline was flush with the cab, presenting a completely straight look. The locomotive's lines were designed by Raymond Loewy, who lent his distinctive look to all of F-M's original hood units.

The first H-15-44's had decorative curved side windows on the cab, a sculptured vertical oval headlight casing, rounded roof edges, and a thick skirting along the lower edges which gave the appearance of a massive frame. The forward radiator was contained in a large bulging area at the front of the long hood. Sides of the hood were clean, except for a line

Milwaukee No. 2462, a mid-style FM H-16-44 with winterized cab windows, was two years old when this photo was taken of her idling in Milwaukee, Wis., yard in 1956. Photograph by Robert Anderson

Amtrak SDP40F No. 610 at the diesel service area in Ivy City yards, Washington, D.C., June 30, 1974. In the days of steam Ivy City was a far busier locale. Photograph by H.L. Buckley

Two New Haven H-16-44's, No. 1605 (left), built in 1956, illustrates the final style body, and (right), No. 595 at New Haven, Conn., Oct. '63, built in '50, is the old-style body on B trucks. The 1605 is seen at Boston.

Photograph by L.A. Marre

L.A. Marre collection

of louvers and air intakes along the top edge. Placement of these varied as hood styles changed. Batteries were carried behind the skirting under the cab and on early units, no vents were provided.

The first road to get the H-15-44 was Monon, whose 45 and 46 were built in Sept. and Dec. 1947. The last H-15-44 sold had a built date of 6/50, but was demonstrator 1500 (second) and probably was built before that. It was Long Island 1503. In 1950, the company raised the horsepower rating of their road-switcher to 1600 HP, without changing major equipment. The Model H-15-44 was discontinued in favor of the new H-16-44.

The first H-16-44 was MKT 1591, built 4/50. In late 1950 F-M started to use the new C-Liner road truck under the model. One exception that has arisen is AC&Y 204, which was delivered on the old type B trucks in 1954. The C-Liner truck is unique in that it is a single-equalized truck, with a deeply-curved equalizer readily noticeable. Otherwise, H-16-44 looked identical to its older brothers until 1954, when a more spartanized carbody began to replace the Loewy lines. No more curved cab windows or oval headlight casing. All fairings and trim were discarded.

The battery box was given a set of four small louvers for ventilation. Hoodside air intake louvers were reduced in number and size at the top, but more appeared lower on the sides of the hood. The large radiator bulge remained the same. Frame skirting was simplified and thinned. The slightly rounded ends of the older units was flattened. General outline was unchanged, however, and remained distinctively F-M. Locomotives in this style were produced between January and April, 1954, which includes only Milwaukee 2450-57 and ACY 204-206.

The third H-16-44 body style reflected the Trainmaster concept in vogue at F-M in 1954. This style was a transitional phase lasting from June, 1954 to the following February. The boxy lines of the new design were continued, but the old-style radiator shutters were used, so that the thick walkway along the frame had a step down at the radiator. Of course, the handrails also reflected this drop. Air intakes reappeared on the top of the hood sides, while side louvers were reduced to two very small ones.

Massive end platforms of the Trainmaster line appeared on the end beams, with steps up on either side. Angular number boards appeared on the ends, flanking the headlights. The huge fans atop the radiator were now visible behind wire screening which extended down the hood sides from the roof. Finally, in March, 1955 the H-16-44 became just another "Little Trainmaster" in appearance, with the massive lines of its big brother in a shortened style.

Huge walkway skirting extended the unit's length. The old radiator was discarded in favor of the automatic horizontal shutters. End platforms were extended the width of the unit. radiator top fans remained exposed under the screening. Air louvres on the hood sides were again reduced on top and added lower in the hood sides.

Air ventilation systems were always subject to change by the railroads. Louvers were constantly being added or blanked to better suit the climate in which the locos worked. Louvers, then, vary from one to another in many cases. F-M finally seems to have settled on a long line of Louvers at the top of the hood instead of many sets in the lower sides.

Roads that bought the H-15-44 were: AC&Y, CofG, Jersey Central D&RGW, KCS, Long Island, Monon, Rock Island, and Union Pacific. The H-16-44 sold to the following: ATSF, B&O, CP, CN, CNJ, AC&Y, DL&W, Long Island, Milwaukee, MKT, New Haven, NYC, PRR, Pittsburgh & West Virginia, Southern, UP, and Virginian, and in Mexico to Chihuahua al Pacifico and Bosque de Chihuahua.

I have seen these engines on CNJ, B&O, PRR, P&WV, and Southern. In the early sixties B&O used two of the H-16-4's as transfer engines on freights from Bayview Yard on Baltimore's northeast side to Curtis Bay on the south. They also had the engines in the area of Washington, D.C. In 1955, while vacationing with my family in Asbury Park, N.J., I spent two happy days at the station watching some unique passenger action. The Pennsy used K-4s Pacifics on all of its trains, while the Jersey Central had H-15-44, H-16-44, and those strange Baldwin DR-6-4-20 "Double-enders.' on their trains. That rare experience will never be repeated.

The Pennsy kept a few H-16-44's at Cresson, Pa., on the west slope of the Alleghenies down from Gallitzin. These units were teamed with larger H-20-44's in helper service, in the mid-to-late Fifties. During the same period, P&WV added to its fleet of H-20-44's by buying four H-16-44's, numbered 90-93, which worked fast freights out of Rook, Pa., usually going east to Bowest Junction and a connection with the Western Maryland.

Probably the last H-16's I saw were on Southern in road freight service out of Cincinnati in the early Sixties, always used as second or third units in the conjunction with F-7's or SD-24's. *X2200 South* carried a photo of the 2149 working at St. Louis in 1963. I've also seen photos of them in Louisville, Ky., where they were right at home with the H-15-44's of Monon and the H-10's and H-12's of the Kentucky & Indiana Terminal RR. Trucks of

some Southern units may still be found under their mid-train control Cars.

The distinctive "drumming" sound of the FM opposed-piston engine and the characteristic puff of white smoke that accompanied it hasn't been seen or heard in Cincinnati since August, 1970, when Penn Central H-16-44 No. 5161 (ex-PRR) wandered in from the north. So you fellows in H-16-44 territory on N&W, Milwaukee, CP Rail, or down on the CH-P have something to enjoy, at least for a while. Get all the photos you can.

FINAL GASP of the Lima-Hamilton Corp. was a big one. The 1950 merger with Baldwin Locomotive Works sealed the doom for all of Lima's budding diesel designs. The once-proud Ohio builder was to be dragged down along with Baldwin, retaining only the crane and shovel line. But Lima's last diesels were mighty monsters by 1950 standards. The Pennsy ordered all of them, 22 units, delivered between 5/50 and 9/51. The first lot, 5671-5683, was class LS-25; the second, 8943-8951, was class LS-25m, the "m" in this case signifying multiple-unit control equipment. The 5683 actually became Lima's last locomotive, delivered to the railroad in Sept. '51. As Lima did not assign model numbers to any of their diesels, but sold them on horsepower alone, the designation "LS-25" commonly used stems from the PRR class. It stands for Lima, switcher, 2500 hp.

The term "switcher" is a misnomer, though. In all respects, these big fellows were anything but switcher-looking. They had a maximum speed of 65 mph, weighed 360,000 lbs., and had a starting tractive effort rating (30 percent adhesion) of 108,000 lbs.! Compare them with PRR's two largest "standard" steamers—the J1 2-10-4 at 93.750 te and the I-1 2-10-0 at 90,000—and the term "switcher" really seems stupid. The best tractive effort PRR ever achieved with steam was the ultra-modern Q-2 at 100,800 lbs.!

The big LS-25's were 79 feet long, 14′ 6″ high at the cab roof, and rode on two six-wheel Commonwealth trucks (C-C wheel arrangement). Each was powered by two 8-cylindered Hamilton 9x12's, turbocharged to 1250 hp at 950 rpm. Each carried six (3 per truck) Westinghouse 3YODZ traction motors—monsters that could be overloaded badly and keep on churning. Many components, including the prime movers and their Elliott turbochargers, were interchangeable with the Lima 1200-hp switcher units, which Lima obviously hoped to sell to PRR. The latter never bought any, though and Lima sold out to Baldwin.

The big Limas were a center-cab design, looking like two standard Lima switchers butted together at the cab. They had the standard Lima flat ends, "frog-eye" number boards, many-louvered hood sides, full-height radiator with shutters at both ends, and a clean roofline broken by two high rectangular stacks, one at each forward end. The cab roof extended a few inches over the hoods in a graceful Alco-like curve, and featured Lima oval windows. The fuel tanks were small, only 1250 gallons. It had become obvious by this that PRR meant to keep the big fellows close to home.

As has been mentioned, some of these locos had M.U. jacks and walkover boards on the ends, and some did not. A further variation was dynamic brakes. Three units (8949, 8948, 8951) were equipped with dynamic brakes, which showed up as rooftop boxes with ventilating grids on either ends of the cab, forming

Homeward bound after a delightful fantrip to Barnesville, Pa., sponsored by the NRHS, is Reading RDC 9155 at Mahanoy Jct., last June 30th.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Photograph by L.A. Marre

Kansas City Southern No. 41 H-15-44, original Loewy-styled body on type B trucks, switches cars on a June day in 1959 at Anderson, Mo.

small "shoulders." Units used in road service also had inductive train phone antennae on the roof over their entire length in classic PRR style.

I have seen these units in Ohio, Indiana, and once in Pennsylvania. It was generally agreed that their "home" was Columbus, Ohio. They worked the yards there, also in Indianapolis. The "road" units were used in the Ohio coal country around Mingo Junction. I saw one in Pitcairn, Pa., in 1955. A PC engineer I know, working out of Indianapolis, remembers only that they "rode like a baby buggy."

One thing they did do was smoke. Seeing an LS-25 working hard from a front angle looked like a steam doubleheader with both stacks billowing out black, greasy, oil smoke. The long-wheelbase units would rock violently along on light yard rail, even in the fifties, I doubt if PC's yard tracks today would hold them. They did not make the PC roster, though, all being scrapped in 1965-'66. The last ones, 8943-51, were sent to EMD as trade-ins in July, 1966. As Baldwin phased out Lima's designs, it "replaced" the LS-25 with the 2400-hp RT-624 center-cab, sold only to PRR and the Minneapolis, Northfield & Southern. The era of the monster center-cab ended with the last of these in 1954.

U.S. RAILWAY ASSOCIATION has approved in principle a Lehigh Valley proposal that it finance the acquisition of 12 new locomotives at a cost of $3.4 million, with the units slated to become a part of a restructured rail system in the Northeast and Midwest.

The Association's board of directors authorized the issuance of Association obligations to finance purchase of the locomotives to be delivered in December '74 and leased to the LV. The Department of Transportation, through its Federal Railroad Administration, now has the responsibility under the Regional Rail Reorganization Act of 1973 to work out the details and execute agreement with the carrier.

The Lehigh Valley proposes to use the 2,250-hp GE locos, series U23B, to replace 18 aged units owned by the company. Arthur D. Lewis, chairman of the board of the Association, noted that the new locomotives would reduce operating costs and enhance service reliability for the bankrupt LV. The new locos would eventually be utilized by the Consolidated Rail Corporation (ConRail) or a duly authorized subsidiary set up under the legislation to operate the newly-designed rail network in the region.

According to CP Rail motive power news, three of the E&N DRS-4-4-10's on Vancouver Island are under repair, and CP 8105 was sent over to help out. If old paint means anything, get your pictures of FP7A's 4034 and 4037, and all five remaining FM C-Liners, plus Alco FA's 4085, 4406, and 4409, the three Trainmasters, working the Alyth hump, and FM H-16-44's numbered 8549, 8556, 8605, 8710, 8711, 8714, and 8718. CP Rail originally had forty H-16-44's, now down to 26, with seven in old paint. SD-40 No. 5669 rammed a coal train at Rogers, B.C., causing damage to M-630's Nos. 4562 and 4556, sending 4562 to Angus for repairs. The C-Liners are jumping up in repair costs now, and CP looks to replace them with new SD-40-2's before next year.

Parliament at Ottawa is back in session and the grain tie-up is ending, so CP Rail will probably return its leased units to service. Leased D&H RS-3's numbered 1508 and 1536 showed up on the Adirondack at Windsor station on Sept. 28th. Big M-636 No. 4736 was nearly destroyed by fire at London, Ontario, in late September. A rail punctured the fuel tank and the Fire Department took a half-hour to quench the flames, leaving the big fellow badly charred

The Canadian equivalent of the old U.S. whistle-stop campaign. This train shown at Canadian National's Central Station, Montreal, in July, 1974, helped Pierre Trudeau's re-election as Canadian Prime Minister. Hugh Wilmoth, Box 1419, Bonaventure Station, Montreal 114, P.Q., Canada

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CONTINUE sending diesel news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240. •

Southern Pacific MU'd EMD's 1111 and 1115 roll five loads and a hack through La Mesa, Calif., in November '69 on its daily run, except Sunday, over San Diego & Arizona Eastern's El Cajon branch.

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

STEVE MAGUIRE'S

TRANSIT TOPICS

ENTERING a promising new year and rejoicing in *Railroad's* big circulation gain in 1974, we again thank the loyal readers who thoughtfully send us letters and news clips on electric traction. Without such items we'd be hard put to keep up to date. Every week we get dozens of pieces of mail, most of which we use in one form or another. We'd like to thank each contributor in personal; but we can't, due to our mail being heavy and your transit editor's other activities. Besides, the *Railroad* staff desperately needs a secretary, but has none. Even so, I usually answer briefly the traction fans who enclose stamped, self-addressed envelopes.

LIFE is continually changing. For example, read this bit from *Hello,* the Illinois Central Gulf's regular monthly letter to riders of its commuter trains:

"The orange cab ends showing up on old, single-level cars are the most visible of a number of recent modifications on both "lowliners" and Highliners. Look closely at a train of old cars and you'll also see new two-way radios in the cabs. Bright orange cab ends and two-way radios make for safer operation of the 30 old cars still in use.

"Highliners are getting two kick-out emergency windows in each passenger compartment. Two other less obvious changes on Highliners are new on-train signals for crew use and an improvement in the braking system. Finally, we are testing devices to muffle air-conditioner blower noise. All these changes are done during routine car maintenance so that riders will not be inconvenienced by removal of units needed for rush-hour service."

GOOD NEWS of the opening of Yakima, Wash., streetcar service comes via the *Bay Area Electric Railway Review,* issued by California Railway Museum, Rio Vista Junction, Calif. On Oct. 12th two single-trucked trolleys, bought last year from Oporto, Portugal, began running at Yakima. Honoring the future U.S. Bicentennial, they are numbered 1776 and 1976, their names being *City of Yakima* and *County of Yakima.* They had been scheduled to show up early in 1973 for Yakima Valley Transportation Co. service—one of the last few trolley freight lines left in our nation—but were delayed first by a revolution in Portugal and then by a ship breakdown. Finally landed in July at Houston, Texas, they were sent westward by Missouri Pacific and Union Pacific rails to Yakima. The only change that had to be made on the cars for the new line was in the wheels; their treads were too narrow for the YVT's freight track. If you happen to be in Yakima, you can see these cars running in the mornings and on Sundays, when the line has no other traffic.

Santa Claus greets children from decorated Conn. Co. barge along rural route from Baltic to Norwich, Conn., in this long-ago scene.

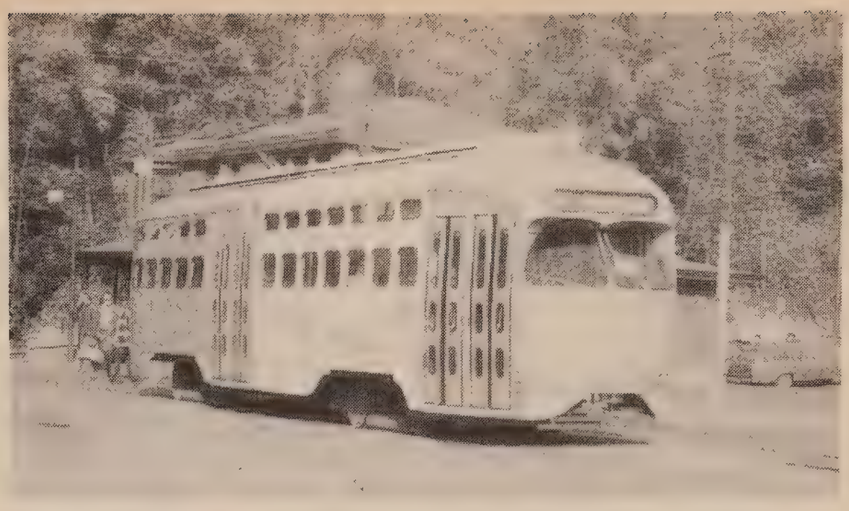
Collection of late Charles F. Munger, Jr.

AFTER more than six weeks of trial in a San Francisco court, a jury determined that the new subway construction did not lower the real estate value of the Orpheum Theater on Market Street but substantially increased it. The increase, according to real estate appraisers testifying for BART, ranged from $5 to $10 per square foot. Orpheum Building Co., owner of the theater, had sought $900,000 in damages from BART, claiming that, in connection with the project, access to the theater was limited to pedestrians and caused a temporary loss of $327,500 and a permanent loss of $589,000.

CALIFORNIA RAILWAY MUSEUM on State Highway 12 at Rio Vista Jet. has a few big projects lined up. One is to buy nearly a mile of now-abandoned Sacramento Northern trackage south of the museum location, to extend the line. Another is to acquire 6000 feet of 4/0 trolley wire from the Milwaukee electrification now being dismantled, at a price of 50 cents a foot. The wire would be used along the SN trackage. A 27-acre tract could be used for a terminal and possible park. This has already been obtained through a loan arranged by some members. Another CRM project is payment for shipping the body of the former observation car *Champoeg* to the museum. This car once ran on the Oregon Electric. Donations for these worthwhile projects may be sent to California Railway Museum, Star Rte. 283, Box 150, Suisin City, Calif. 94585.

A CONTRACT of $1.1 million for a planning study of the second phase of the proposed Baltimore Regional Rapid Transit System has been awarded by Maryland Transportation Secretary Harry R. Hughes. This project will investigate additional rapid transit corridors heading west toward Catonsville, north toward Towson, northeast toward Overlea and sougheast toward Dundalk and Sparrows Point. It is interesting to note that all of these are along the routes of now-abandoned trolley lines.

In addition to rapid rail, other



(Left) Pittsburgh's Port Authority of Allegheny County "Spirit of 1776" painted red, white and blue at South Hills Jct., Pa., Oct. 10, '74. (Right) PPAAC's "Jolley Trolley" in pink and blue, snapped on the same day.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

transit modes will be considered during this study, to include express busways and commuter railroads. Alternate Phase II rail alignments and station sites, together with environmental considerations of all alternatives in each corridor, also will be investigated. The final, or preliminary engineering, portion of the study will include refinement of Phase II route and station locations, soils analyses along the recommended corridors, and estimates of capital and operating costs.

ACCORDING to Fletcher Knable, leisure time is no longer a problem. With modern methods of transportation, you use it all up in getting to and from work.

DOWN near Indian Springs, Ga., on Highway 42 one of the streetcars that used to burnish the rails between Decatur and Atlanta has been used for the past eight years as a wedding chapel. The car was purchased 35 years ago at $300 from the Atlanta Salvage Yard. William H. Roberts Sr., had it put near his service station, where for four years he used it as a lunchroom. This enterprise failed, so he began storing junk in the car.

Weddings are performed at the junkless end of the car. His son, W. H. Roberts, Jr., justice of the peace, performs the marriages while running the service station and country store. Young Roberts has married 22 couples, between tire changing, gas pumping, and grocery sales. He says that 45 years ago the service station was the only one between Macon and Atlanta.

MUNICIPAL RAILWAY officials in San Francisco are not happy with the new trolley subway under Market Street, now being built by the Bay Area Rapid Transit, according to Otto J. McQueen, 5707 Brookdale Ave., Oakland, Calif. 94605. BART is providing trolley stops in the subway only at the locations of its own rapid transit stations, from six to twelve blocks apart. Present PCC cars on Market Street stop every other block, so it seems that local passengers will ride the surface buses that run on Market Street.

Chicago Transit Authority has placed an order with Boeing Vertol Co. for 100 additional rapid transit cars. This order, which represents an option in an existing contract, brings the total quantity of cars Boeing is building for the CTA to 200. The cars are all air-conditioned with molded fibreglass seats.

Sacramento City Lines scene at old Central California Traction servicing area in southeast Sacramento, June, 1946. Car to right is ex-Fresno 86, CCT boxmotor ex-C&LE, No. 10 alongside barn, inside barn, and to left the CCT and ex-Fresno cars, and at far left are some of the old Sacramento Northern Birneys. City Lines took over local routes of SN, CCT, as well as Pacific Gas & electric, and killed them.

Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611

Typical junction scene with cars 407, 953, and 870 at East St. Kilda, Melbourne, Australia, on Nov. 27, 1970.

D. Jowett, 40 Edmond St., Mordialloc 3195, Victoria, Australia

San Francisco Muni car at Boeing Co., Ridley Park, Pa., September 1974.
Photograph by Stephen Maguire

Another engineering problem is the stub terminal at the end of trolley subway at Market and Davis streets. This Embarcadero terminal does not have any additional tracks for platform boarding or storage or in case any cars break down. There is no loop nor crossover tracks east of the platform, but there is a single X-like crossover west of the platform.

Several Muni sources blamed the terminal bottleneck on BART which, under an agreement worked out with the city in the early 1960s, has been responsible for the construction of the entire subway. The Muni was supposed to have had the ultimate sayso in all design matters, but BART reportedly balked at requests to expand its Embarcadero station.

INFORMATION and photos of the three trolley systems that once operated in Puerto Rico are requested by David Deyo, P.O. Box 75, Hallstead, Pa. 18822. David says Puerto Rico had trolley lines in only three cities. These were San Juan, where the Puerto Rico Railway, Light & Power Co. had a 15-mile system; Mayaguez, where we believe the Mayaguez Tramway Co. operated four battery cars on a two-mile route, and Ponce, where the Ponce Electric Co. ran a five-mile line.

BACK ISSUES of the National Railway Historial Society's *Bulletins* are needed to complete a set for binding by the Smithsonian Institution. These are needed: Vol. 1, (1936), Nos. 1, 2, and 4; Vol. 7 (1942), No. 2; Vol. 8, (1943); No. 4; Vol. 9, (1944), No. 1 and Vol. 37, (1972), No. 5. Anyone having any of these copies to donate should contact John H. White, Jr., Curator, Division of Transportation, The Smithsonian Institution, Washington, D. C. 20560.

NEW BOOK: *Electric Euston to Glasgow*, by O. S. Nock, 186 pages, 6 x 9″, with hard covers binding. Price £ 3.75, British currency, from Ian Allen, in England, or from Railroad Magazine Book Service. The extension of the London-Midland railways to cover the entire West Coast main line from London to Glasgow, Scotland, was a remarkable event. Nock gives a full account of this service, possibly a little more in detail than most fans in the U.S. will find of interest. But you can't help admiring this fine new electric railway service. Over the 401 miles from Euston to Glasgow, the trains can average 86 mph! Trains of 390 tons can make a gradient of 1 in 75 at 95 mph. A great story of electrification is contained in this book, which has many diagrams and photos.

INVOLVEMENT of the Port of New York and New Jersey Authority in expansion of mass rail transit in populous North Jersey counties continues to be mired in delays, reports the *Asbury Park (N.J.) Press.* But in South Jersey, where the high speed Lindenwold line in Camden County is supported by the resources of the interstate Delaware River Port Authority, mass rail transit continues to show progress.

The Delaware PA has decided to extend the Lindenwold line into Burlington and Gloucester counties. Two seven-mile extensions of the present system have been authorized, one linking Moorestown and interim points in Burlington with Philadelphia's center city, the other connecting Woodbury with the Lindenwold network that uses three railroad branches into and out of Philadelphia.

Ridership on Lindonwold trains now is 43,000. When the new extensions are completed in 1980 at an estimated cost of $325 million daily ridership is expected to jump to 120,000.

Traffic-clogged North Jersey counties have been promised new mass rail transit to be financed by a mix of Port Authority funds plus

Sketch of new light railway cars expected to be built for Toronto Transit Commission by local firm. Plans are for 200, four-axle jobs.

state and federal mass transit monies. Putting a new system together in North Jersey is more complex than in South Jersey. It would be heartening, however, if North Jersey could enjoy by 1980 some of the same progress in mass transit that Lindenwold riders enjoy today.

PHILADELPHIA's subway-elevated railway structure according to Howard D. Shapiro in the Philadelphia *Inquirer*, works its way southward until it disappears, only to pop up again, shooting through West Philadelphia.

It seems ancient, almost a relic from an earlier era. It is filthy, its dirt-green paint darkened by urban stains. It is noisy, emitting a rowdy growl from blocks away that becomes, quickly, an earbeating clatter as a train shoots overhead.

When its tracks curve, even slightly, metal wheels and steel rails sing, then scream, then sing again as a train roars by. Vibrations shudder from the roadbed through the huge beams and into the concrete city. It has no day of rest, but shakes and rattles endlessly.

But for all its weathered ugliness, it has distinction in its journey. After all, there are not a great many elevated train lines in the nation, and the Market Frankford Subway Elevated is an old member of a very select club.

Old, but far from antiquated. The trains make their 12.8 mile on-way journey in 37 minutes. Its coin-takers regularly collect 120,000 fares a day. There is something oddly pleasant about waiting for the train on one of those old-fashioned platforms, something at once ridiculous and remarkable about cruising in an el "Silverliner" at 30 or 40 miles an hour, often as much as 60 feet above the city sidewalks.

Look to the sides, and you're cutting a cross-section through a variety of Philadelphia factory areas and residential neighborhoods: Frankford, Juniata Park, Bridesburg, Richmond, Kensington, West Philadelphia.

Fix your eyes on the windowglass, and the rooftops to roll past. There are countless markets and shops, for although the very trains you are riding have helped ruin neighborhoods, a strong secondary business district has sprung up alongside the route. The neighborhoods stream by in packaged groups, their demarcations set by the rooftops. For blocks and blocks, the roofs all peak the same way, then—zap—a new design where another neighborhood planner took control.

Look out the front window of the first car, and you'll feel like you're in an amusement park. TRacks

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Guaqui-La Paz Ry. Brill car No. 10 and boxmotor No. 20 at the 12,400 foot carbarn at La Paz, Bolivia, on May 7, 1970. Uncertain date that Brill built 10, but period believed is sometime between 1888 and '93.

shimmer in the sun, as far away as you can see. Once you step back onto the platform, reality returns.

A plague of grafitti has all but blocked out some of the station signs, wonderful old signs in art-deco lettering. Still, a few of the old 1920s placards have not been defaced: several exit signs, the time-honored markers in the 2d st. station and that ever-present favorite, "WALK, DON'T RUN. TAKE TIME TO BE SAFE."

A good bit of this ride will change within the next two years. Workmen are now ready to dismantle the el structure from Girard Ave. to the point south where the trains dip and head west under center city. For this portion, new tracks will carry the trains off the el structure and onto Interstate 95, where they will travel down the middle of the road.

In 1908, the privately-owned Philadelphia Rapid Transit Company extended the center city tunnel to Second Street and installed what are now the subway surface car lines. The City of Philadelphia opened its Frankford Street elevated on Nov. 5, 1922, after seven years of construction. The new line linked to the Market Street route.

Today, SEPTA operates the entire line on lease from the city. It is safe to say that the majority of riders give the el no special thought after they enter, the doors close, and the train takes off with a pneumatic whoosh. In the morning, people who stream into the end terminals at Bridge Street and 69th Street are sleepy and in a rush. In the afternoon, they are awake and in a rush. ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

The picturesque Schwabentor in Freiburg, Germany, with a double-truck, two section, articulated GT-4 slipping through gate portal.

Photograph by Julian Thompson, ERA Headlights

Trams 403 and 420 meeting in Gilly near Chareroi, Belgium. Such equipment is nicknamed "balloon cars."

J.G. Godeaux, rue du Chateau Massart, 104 4000 Liege, Belgium

PASSENGER TRAIN SURVEY

Empire Builder **highballing eastbound on the Burlington near LaCrosse, Wis., on a warm June day in '64.**

James C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

AMTRAK'S fall system-wide timetable, listing two new trains and some schedule improvements, is now available at rail stations, ticket offices, and travel agencies. The new timetable lists changes effective Oct. 27th. It is a good timetable.

One of the new trains listed is the *Washington Irving,* a service funded in part by the State of New York, which began operating between Albany and New York on Oct. 27th. The *Washington Irving* leaves Albany at 8:15 a.m., Hudson at 8:42 a.m., and Rhinecliff at 9:04 a.m. Stops to discharge passengers are made at Poughkeepsie, 10:05; Croton-Harmon, 10:12, and New York's Grand Central Terminal at 11:05 a.m.

Northbound, it leaves Grand Central at 11:15 a.m. daily, with stops to receive passengers in Croton-Harmon at 12:05 and Poughkeepsie at 12:55 p.m. Stops to take on and pick up passengers are made in Rhinecliff, 1:10 p.m., and Hudson, 1:32 p.m., before arriving in Albany at 2:05 p.m.

The *Washington Irving* is New York's second state-supported train. Under provisions of the Rail Passenger Service Act of 1970, states may request additional rail service, provided they agree to pay for start-up costs for stations, equipment, and trackage, and agree to reimburse Amtrak for two-thirds of the losses incurred in operating the train.

New York's third state-supported train, sponsored jointly with the State of Michigan, hit the rails on Oct. 31st. The new train, which connects Buffalo and Detroit, is an extension of the *Empire State Express,* which operates between New York City and Buffalo.

A third new train, the seasonal *Miamian,* appears in the new timetable, although southbound service will not begin until Dec. 13th. The *Miamian* will operate daily, leaving New York at 12:35 p.m. and arriving in Miami at 1:50 p.m. the following day. Northbound, it leaves Miami at 3:40 p.m. and pulls into New York at 4:50 p.m. next day. *Miamian* service will be discontinued in April.

Effective with the Oct. 27th timetable, the *Salt City Express,* between Syracuse and New York City, operates on an improved schedule. It leaves Syracuse at 7 a.m., 50 minutes later than its previous schedule, and reaches New York at 12:50 p.m.

The *Silver Meteor,* running between New York and Miami, adds a stop at Savannah, Ga. Southbound, it arrives in Savannah at 6 a.m., northbound at 6:45 p.m.

The *Southern Crescent* has discontinued its stop in Trenton, N.J. However, two trains, operating Monday through Friday, provide alternate transportation between New York, Trenton, and Philadelphia. Train No. 215 leaves New York at 2:55 p.m., arriving in Trenton at 3:55 and in Philadelphia at 4:35 p.m. Northbound, train No. 208 leaves Philadelphia at 11:05 a.m. and reaches Trenton at 11:44 and New York at 12:43 p.m. On Saturdays and Sundays previously existing train services connect with the *Southern Crescent* at Philadelphia and New York.

The *Mayflower,* which operates from Washington on Fridays only, terminates at New Haven rather than Boston, beginning Oct. 27th. It leaves Washington at 5:10 p.m. and New York at 9:30 p.m., arriving at New Haven at 11:05 p.m. Stops are made at Rye, Stamford, and Bridgeport to discharge passengers who boarded before New York.

New York and Detroit have been linked directly by passenger train again, beginning on Oct. 31st, when Amtrak's New York-Buffalo *Empire State Express* extended its route to Detroit across southern Ontario. The new service is a cooperative effort of Amtrak and the states of New York and Michigan.

Special inaugural trains on Oct. 30th celebrated the reopening of this traditional rail link, carrying state and local officials from Albany and Detroit to ceremonies in Buffalo. Governor Malcolm Wilson of New York and William Milliken of Michigan participated. Other ceremonies were held at various communities along the route. The last New York-Detroit train ran April 30, 1971.

One train runs daily in each direction. Westbound, the *Empire State Express* leaves New York's Grand Central Terminal at 8:30 a.m. stops only to pick up passengers in Croton-Harmon at 9:27, and Poughkeepsie at 10:10 a.m. Other stops are made at Rhinecliff, 10:25; Hudson, 10:47; Albany-Rensselaer, 11:25; Colonie-Schenectady, 11:39; Amsterdam, 12:16 p.m.; Utica, 1:21; Rome, 1:37; Syracuse, 2:12; Rochester, 3:45; and Buffalo, 5:00 p.m. The *Empire* leaves Buffalo at 5:20 p.m. and reaches Detroit at 10:05 p.m.

Eastbound, the *Empire* leaves Detroit at 7:45 a.m. and arrive in Buffalo at 12:45 p.m. From there it fol-

lows its previous schedule, departing from Buffalo at 1:15 p.m. and stopping in Rochester, 2:22 p.m.; Syracuse, 3:55; Rome, 4:29; Utica, 4:45; Amsterdam, 5:47; Colonie-Schenectady, 6:29; Albany-Rensselaer, 7:00; Hudson, 7:27; Rhinecliff, 7:49; Poughkeepsie, 8:04, and Croton-Harmon, 8:57, and reaching New York City at 9:50 p.m.

Plans are being worked out for stops in Canada at Windsor, St. Thomas, and Welland. Express bus service between Buffalo and downtown Niagara Falls is available to passengers boarding or leaving the train at Buffalo. One-way fare over the new Buffalo-Detroit segment is $13.50. Other fares include: New York-Detroit, $35.25, and Albany-Detroit, $28.25.

The train, operating over Penn Central, consists of a baggage car, two coaches, and a counter-diner. This service is made possible by funding from the states of New York and Michigan. Under provisions of the Rail Passenger Service Act, any state may get additional rail service, provided it repays Amtrak for two-thirds of the capital costs and the operating losses.

Michigan's first state-supported train, the *Blue Water*, went into service between Chicago and Port Huron on Sept. 15th. New York inaugurated its first state-supported train, the *Adirondack*, between New York and Montreal, on August 6th. New York's second such train, the *Washington Irving*, began service between New York and Albany on Oct 27th.

PASSENGER train service has returned to Oakland, Calif., for the first time in ten years with only minor setbacks. A slow freight delayed

Curtis C. Tillotson, Jr., College Street, Oxford, N.C. 27565

It was late on the morning of June 15, 1973, and hot, as Amtrak's *Silver Star* No. 82, with three E-8A's hauling 19 cars, rumbled over the diamond and growled past the Seaboard Coast Line tower, Raleigh, N.C.

the weekend arrival of the Amtrak train by 20 minutes. And beauty queen Summer Ballock received minor facial cuts as she smashed a bottle of champagne on the diesel engine.

AMTRAK carried more passengers last summer—and over more miles—than in any previous summer, despite having fewer seats available on most key routes. The total number of paying riders was 4,351,234, as compared with 3,892,552 the summer before, an increase of 11 percent (just about the same rate of increase as *Railroad Magazine* figures circulation for 1974 and 1973). At the same time, the number of Amtrak revenue passenger-miles shot up 20 percent in June, 7 percent in July, and 3 percent in August over comparable 1973 figures.

The available seat-miles in 1974 in contrast with the previous year were less by 4 percent in July and less by 10 percent in August. This reduction in potential space was due to equipment being retired or out of service and because a relatively fixed fleet of cars had to be spread over more routes and expanded service.

Despite fewer seats, ridership and passenger mileage were pushed up by higher load factors on many trains. (The term "load factor" means the percentage of spaces filled, averaged over an entire journey.) The average load factor on *Metroliners* and long-distance runs was up 64 percent last August over the previous late summer figures.

July's average load factor rose 12 percent, and on *Metroliners* and long-distance runs a whopping 75 percent. Several trains had really spectacular leaps in average load factor. For example, the *Broadway Limited* (New York-Chicago), up 74 percent in August, and the *Champion* (New York-St. Petersburg), up 56 percent.

The occasional crowding of many Amtrak trains last summer was shown by some peak load factors of 80 percent and up. The *Champion* actually recorded 91 percent during July, although Florida is more popular as a winter resort. The load factors (55 percent is considered an optimum long-term average) resulted in crowded trains and also helped to explain why Amtrak's revenues last July were up 26 percent over July of 1973. Other items contributing to the gain in revenue were longer average trip lengths and fare increases.

AMTRAK officials offer this list of six of the prettiest train rides being offered to the American public:

The *Coast Daylight* and *Starlight*—as it skirts the Southern California coast from Ventura to San Luis Obispo, including a nudist beach near Santa Barbara: sunrise just north of Klamath Falls in Oregon's Cascade Mountains.

Empire Service—the "Water Level Route" along the east bank of the Hudson to Albany-Rensselaer and 95 miles along the Mohawk from Schenectady to Rome, N.Y.

The Broadway Limited—especially some 65 miles along the Susquehanna River below Harrisburg, Pa.

The *North Coast Hiawatha*—following the Lewis and Clark Trail along the Yellowstone River for 350 miles between Glendive and Livingston, and through the rugged mountain scenery between Billings and Butte, Montana.

The *Empire Builder*—past Glacier Park, slashing through the Cascade Mountains and gliding beside orchards in the Yakima Valley.

The *San Francisco Zephyr*—with the most dramatic scenery of the 2420-mile route from Chicago to Oakland encountered and crossing the Sierra Nevada between Reno and Sacramento.

Texas Heard From

ONE of three international train services ordered by Congress in 1972, the *Inter-American* began operation on January 27, 1973, as a thrice-weekly shuttle between Fort Worth and Laredo, Texas. Although a connection of sort was provided with the Mexican National's *Aztec Eagle* in Nuevo Laredo, financial success was denied this new train because of Amtrak's failure to provide convenient connections at the northern terminus, necessitating an overnight wait of almost 20 hours to and from the *Texas Chief*.

Said Anthony Haswell, chairman of the National Association of Railroad Passengers, during the Amtrak oversight hearings before Congress: "Amtrak indecision and vacillation played a large part in the decision to establish the Texas-Mexico service as an 'orphan' operation, originating in Fort Worth rather than as an extension of through-service from Chicago. Thus severed from Amtrak's national network, plagued by a limited frequency, by almost daily equipment failure, by a needlessly long and tortuous route, and by an artificially long schedule with an average speed of July 42.8 mph, the new train was obviously a failure. During last winter's energy panic, when patronage on some Amtrak routes doubled and tripled, the *Inter-American* was the only train showing a drop in passengers!"

Following complaints from their constituents, Congressmen along the train's route bombarded Amtrak with demands to improve the service. On March 13th Amtrak extended the *Inter-American* to St. Louis, thus bringing rail service back to the state of Arkansas and to the City of Dallas, but it neglected to make any changes or improvements south of Fort Worth. This failure also has evoked a rash of complaints.—Alfred E. Ehm, Texas Assn. of Railroad Passengers, 433-C, East Olnos Dr., San Antonio, Texas 78212.

RESPONDING to recent ads and because of the gasoline shortage and driving dangers, my wife and I made exciting arrangements to "Go Amtrak" for a visit with our daughter in Dallas, Texas. The planned trip had aroused nostalgic memories, since our last train ride was in the early 1940s.

We live in retirement in a small town and tried to make reservation through the Amtrak people in San Antonio. On two separate days numerous calls met with the same results—a busy signal. In Dallas, various calls to Amtrak on three separate days also proved futile—lines were busy. Unable to complete train reservations, we flew back to San Antonio in 45 short minutes. Air fares are competitive with Amtrak, but how is one to ride the train when reservations are decidedly difficult if not impossible?—C.M., New Braunfels, Texas.

Down by the Depot

ALTHOUGH many railroad depots all over the country have been torn down, a fair-sized number of others are being rehabilitated for the use of Amtrak trains and an even larger number are being put to non-railroad use. One of the last-named examples is the former Union Station at Lockport, N.Y. which is now a restaurant.

World-famed architect Stanford White designed this handsome edifice. Years later, he was shot and killed by millionaire Harry K. Thaw at a New York night club for paying young, pretty, and flirtatious wife, Evelyn Nesbitt Thaw. The killer escaped the death penalty by claiming insanity and was placed in a mental institution in Philadelphia. (Note from editor Freeman Hubbard: One of the technicians assigned to watch over Thaw had been a pupil in my older brother's Baptist Sunday

school class, I knew him personally.)

The station was built in 1885 for the former New York Central, which at one time operated ten daily passenger trains through it. These trains provided daily commuter service to Buffalo and Niagara Falls in addition to through service. But the railroad abandoned its Union Station in the late 1940s, because of declines in passenger revenue. The brick and stone structure, grandiose in design, lay idle and empty.

In 1967, this edifice was acquired by John Saraf Jr. for $13,000. Saraf is a Lockport real estate developer who announced at the time that he intended to convert it into a restaurant.

David H. Goldstein, current owner of the property of the station and the man behind the success of Union Station Restaurant, said Saraf subsequently did convert it to a restaurant. He said, however, that Saraf had no previous restaurant experience and the business was never fully developed. Goldstein bought the former depot in August, 1972, and redecorated the interior. He installed many antique railroad items for decor to bring back the nostalgia that had accompanied the railroad operation of previous years. Fortunately, he'd had plenty of experience in the restaurant field, because of which the present business is thriving. You may want to visit it sometime.

(Top) Pennsy's Broad Street Station, Philadelphia, fire at its height morning of June 11, 1923. (Below) Following blaze commuters are shown arriving at station midst track rebuilding. Steel span was so weakened by fire it had to be eventually removed from the scene. Collection of Bob Storks

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. Has Norfolk & Western got any plans for new motive power?

Yes. A $26.7 million order was placed last August with Electro Motive Div. of General Motors for 66 new 3,000-hp diesel locos. They are being built at McCook, Ill., and will be delivered during the first nine months of 1975.

2. What were the names of the all-room sleepers received by Baltimore & Ohio from Pullman-Standard in the early 1950s?

There were ten cars in this series, each with six bedrooms and ten roomettes. The first four entered service on the *Capitol Limited* between Washington, D.C., and Chicago on March 27, 1950. All were named after rivers or creeks crossed by the B&O: *Auglaise, Catoctin, Guyandotte, Kokosing, Muscatatuck, Opequon, Shenango, Tuscarawas, Tygart,* and *Youghiogheny.*

3. Info, please, on the Minneapolis & Rainy River Railroad.

Chartered in 1904, it ran from Deer River to Craig, Minn., 43 miles, with a branch to Stanley, 19 miles, plus 25 miles of leased line. In 1912 it had 11 locos and 382 cars. Abandoned in 1932.

4. Is the Espee going into the telephone business?

Yes. Southern Pacific Co., operator of the railroad, has set up a subsidiary to operate a microwave network. It will serve a wide arc of customers, sweeping from Seattle down through California, across the Southwest and up to St. Louis. According to John J. Geier, marketing manager of the new firm, Southern Pacific Communications Company, Co., it will provide a full communications-planning service to assure optimum use of its microwave network.

5. I'm a Maine Central engineer. Is there more than one type of railroad retirement employe annuity?

Yes. One is an annuity based on disability for all employment (total disability), payable at any age under 65 to employees with at least 10 years of railroad service. The other is an annuity based on disability for your regular occupation (occupational disability), payable at any age if you have at least 20 years of service, or at 60 years of age or older if you have 10 or more years of service. You must also have a current connection with the railroad industry in order to qualify for an annuity based on occupational disability.

6. (a) When did parlor cars first appear in Canada? (b) When was mail first carried by rail in Canada?

(a) In 1860, on the Grand Trunk, Great Western, and Buffalo & Huron railways. They were fitted out with every possible luxury; the GT car even had a form of air-conditioning.

(b) In 1861, on the Great Western between Niagara and London, Ont. That same year the Grand Trunk rebuilt several baggage cars for regular mail service. Anyone know the dates? One source has the GT as being the first railway to run regular mail cars in North America. Maybe some RPO historian can tell us more.

7. Have you the words to "Snow on the Track," by Garnett Laidaw Eskew?

Christmas Eve: snow on the ground,
Drifting along the track,
Piling in hollows, in city and town,
In every cranny and crack
That can hold its quota of drifted flakes.
The earth lies blanketed, still,
Save for the gusts that carry the snows
From the top of each clouded hill.

Home for Christmas! At every station
Holiday crowds pile in.
The cars are gay with celebration
And loud with a merry din.
But up ahead our engineer,
Where the firebox blazes warm,
Keeps his eye on the track as we go
Driving into the storm.

All day the rotaries, whirling by
Have carved us a pathway through.
But snow still falls from the leaden sky
And the drifts pile up anew.
Christmas Eve, and Yuletide crowds,
And the worst storm of the year—
Slowed up service, more work for all,
But most for the engineer.

8. When was the height of interurban popularity in Ohio?

In 1907, with a peak of 2,809 miles of track. Seven lines alone radiated from Columbus. By 1939 the last one had disappeared.

9. Any info on the Spokane, Portland & Seattle?

Yes. The SP&S was incorporated in Washington on Aug. 22, 1905. In Dec. 1943 it bought the properties of the Gales Creek & Wilson. A year later the United Co., a former subsidiary, was merged into it. At one time the road owned the entire capital stock of the Oregon Trunk Ry. and 99.8 percent of Oregon Electric Ry. stock. The SP&S was jointly owned by Great Northern and Northern Pacific before becoming a part of Burlington Northern in 1970. You might be interested in a fine railfan group relating to this line, called Spokane, Portland & Seattle Technical Society, 95 Small Ave., West Caldwell, N.J. 07006. Their newsletter, *The Dope Bucket,* has many interesting articles and photos on the SP&S.

10. How did the wheel slip indicator work on early diesels?

Electric motors on the loco trucks were connected in series—that is, the electricity used in one of them had to go through the other. When a set of wheels to which one gear slipped, this motor's demand for voltage surpassed that of the other, producing an unbalance which was recorded and translated into a flashing light in the loco cab.

11. What is meant by bidding in for a run?

Engine and train men bid on seniority basis—i.e., those who have worked for the company longest have prior choice of runs. When one is open, therefore, a man who considers himself eligible will ask for, or "bid in" on, the run, which is then awarded to the employe with the most seniority. Once on a run, however, a man may be "bumped" or displaced by anyone older in service who has been displaced or wants the job for any other reason.

12. When did the first electric loco run through Hoosac Tunnel?

An eastbound light engine ran round trip from North Adams, Mass., to Hoosac Tunnel station on May 18, 1911. Operations, however, didn't officially begin until nine days later after the Massachusetts Legislature had passed, and the governor signed a bill allowing a private utility, the Berkshire Street Ry., to sell power to the Boston & Maine at Zylonite for the electric operation. From May 27, 1911, until some years later, all steam locos on freight or passenger, with their fires banked, were hauled through the tunnel by one of the 5000 class electrics.

13. What became of the Columbus & Greenville?

This 168-mile line between Columbus and Greenville, Miss., became part of the Illinois Central Gulf after the 1972 merger. Last August it was sold, subject to ICC approval, to a group of Mississippi businessmen.

14. How much scrap came from a steam loco?

An engine weighing 250,000 lbs. without tender gave about 225,000 lbs. in salvage, including heavy melting scrap for steel mill furnaces and cast-iron and nonferrous scrap. The breaking-up process was systematized, with wooden parts of the cab burned, boilers stripped of sheet-iron and asbestos, and the loco then cut up into pieces. Before she was sold for scrap, the railroad usually stripped her of trimmings: bells, gages, valves, lubricators, signals, and anything else that may have had a future in the repairing of other engines. As a rule, it took more than 80,000 man-hours to make an engine, but a scrap yard broke one up in a few days.

15. I'm a retired Katy dispatcher. Can the children of a retiree qualify, while their parent is living, for the same student benefits as the children of a deceased retiree or employe?

No, benefits are not provided by the Railroad Retirement Act for minor or student children during a retiree's lifetime. However, in some cases the annuity of a retiree is increased on account of his minor or student children through the special-guaranty provision of the Act. This provision insures railroaders that benefits for their families will total at least 10 percent more than their benefits would be under the Social Security Act if their railroad employment was covered under that law.

16. Brief history, please of the Santa Fe's 2-10-10-2 Mallets.

Ten of these 3000 class articulateds were assembled in the Topeka shops in 1911. The shopmen used an equal number of existing locos of the 900 and 1600 classes for their rear, or high-pressure, units. Baldwin supplied the new articulated, or low-pressure engines. At the time of completion, they were the world's largest freight-haulers, having 28 and 38x32″ cylinders, 57 drivers, 225 lbs. pressure, 500,000 lbs. engine weight, and a t.f. of 11,600 lbs.

Beginning in 1915, these locos were again rebuilt, this time into 20 single-expansion 2-10-2's. The high-pressure units became the 3010 class (3010-3019) while the low-pressure engines were designated 3020 class (3020-3029). Those in both groups had 28x32 cylinders, 57 drivers, 200 lbs. pressure, and 74,800 lbs. of t.f. Engine weights ranged from 242,000 to 272,700 lbs. without tender.

17. Tell me about the FE&MV.

The Fremont, Elkhorn & Missouri Valley was chartered in 1869, opened in 1871, and acquired by Chicago & North Western in 1884. Five years later it ran from Omaha, Neb., northwest into Wyoming for 469 miles, had 78 locos, 36 passenger cars and several hundred freight cars.

18. When was the first iron tank car used?

On the Jamestown & Franklin in Pennsylvania in June, 1870. So successful was it that the tank became standard equipment. According to J.T. Henry's *The Early and Later History of Petroleum,* published in 1873, there were "on all railroads that handle petroleum, about 2500 iron bulk cars, of average capacity of 85 barrels to a car." In later years they were greatly enlarged. The early tank cars were tubular in shape, built of boiler iron and similar in general design to many of those still in use today. A far cry from the first iron tank car, introduced about 1861, consisted of two wooden tanks or tubs, each holding around 40 barrels, mounted on a flatcar and tied or bolted into place.

19. Which is Europe's highest railway?

The meter-gage Jungfrau Railway in the Swiss Alps, opened on Aug. 1, 1912. At Jungfraujoch it is 11,332 feet high and over 4 miles long. The upper section is entirely in a tunnel. The Abt rack is used.

Running Extra

I ENJOYED reading about Pacific Electric in a recent issue. On different occasions I was a motorman on local 92 on the Watts-Sierra line and a yard clerk at State St. yard. Santa Anita trains turned up at Valley Jct. just like the other PE Northern District lines.—Robert J. Swan, Box 1866, Long Beach, Calif. 90801.

WHAT was the date of the Pennsy-New York Central merger?—C.W. Eyler, 1415 3rd. Ave., York, Pa. 17403.

'RITIN' and Railin', book by Brooks Pepper, is edited and published by Jim Comstock, Richwood, W.Va., and not Richmond, W.Va., as mentioned in Nov. '74 issue. Zip code does not list a Richmond.—John Nernoff, Jr., 9 Roslyn Drive, Glen Head, N.Y.

MY SON'S 1973 dictionary has the same sketch of a gantry showing a railroad signal bridge as my father's 1908 book. Did anyone ever hear of a railroad signal bridge in North America called a gantry?—Bill Kessel, 99 Center St., Hamburg, N.Y. 14075.

JOHN HOFFMAN'S note in Aug. 1974 issue is a common experience on a long train. My wife and I had this happen in '71 on the UP at Rawlins, Wyo., after skiing in the Rockies. When we attempted to board a coach there, the conductor asked if we were Pullman passengers. We said yes and he radioed the head end to pull down seven car-lengths so we could take our skis and luggage aboard our Pullman. This happened several times on the same trip back for other passengers. I've had this experience traveling on the L&N and SCL. It's great service.—Jerry Angier, editor of *The 470,* 470 Club Portland Div. Railroad Enthusiasts, 79 Hillside Ave., South Portland, Maine 04106.

ANYONE have history and other info on a New Orleans to Pittsburgh R.R. operating until about 1908? Was it involved in a takeover?—Wm. Moffat, 104 Truman Rd., Willowdale, Ont. M2L 2L6, Canada.

WHO has info on Stone Harbor R.R.?—Bruce Morill, 436 N. Forklanding Rd., Maple Shade, N.J. 08052.

INFO and material wanted on former Missouri short lines, St. Louis, Hannibal & Keokuk, and its

successors the St. Louis & Hannibal, and the St. Louis & Troy.—Rev. Conrad Cheatham; 4 Midville Rd., Louisville, Ga. 30434.

SNOWDEN MOUNTAIN RY. in North Wales, which operates on the Abt system, still uses steam.—J.N. Monk, 2 Campbell court, Hanwell, London W. 7, England.

HISTORY and info wanted on the Bellefonte Central,—D.L. Little, 2 Harper, KAFB, Mich. 49788.

WHEN was the Chicago & Eastern Illinois passenger train wreck at Martinton, Ill.? What caused it and was anyone killed?—Charles London, RR 3, Logansport, Ind. 46947.

TO WHOM should I write for information on Oahu RR. in Hawaii?—John Wetterau, P.O. Box 54, Grants Pass, Ore. 97526

ANSWERING F. Anthony's question on New Haven's inspection loco *Naugatuck,* No. 1: Rhode Island built her in 1881 as an Eight-wheeler, class D-6, for the Providence & Worcester. Her original number was 1930. She was cut up for scrap at the Midway yards in Connecticut on Oct. 31, 1929. The nickel-plated throttle and engineer's brass oiler that Harry Grant used for years is in my collection.—David Peters, Sr., 49 Parkview Rd., Wallingford, Conn. 06492.

WHAT was the date and name of the last passenger train at Birmingham's Terminal before it was torn down?—R. Sisson, 5033, 8th St. So., Birmingham, Ala. 35212.

I HAVE a lock from the NI&SM R.R., made by Moon with a 1905 patent. What road was it?—Donald Moore, 24726 Delwood, Mt. Clemens, Mich. 48043.

I WANT anything on the Poughkeepsie & Eastern, Hartford & Conn. Western, Central New England, and Rutland.—Edward J. Colgan, 172-12 Crocheron Ave., Flushing N.Y. 11358

THAT inquiry regarding the special operated over the Lackawanna with orders to better the running time of any regularly scheduled passenger train between Washington, N.J., and Scranton, Pa., has me stumped. This may have been a test run prior to inaugurating the *Lackawanna Limited,* or possibly the special that ran from Hoboken to Buffalo with a medical team following the shooting of President McKinley in 1901.—George Purder, 2920 University Blvd. W., Kensington, Md. 20795.

WHICH is the largest U.S. railroad yard? What stretch of mainline trackage carries the most annual freight tonnage?—Albert Quader, Jr., 5822 Brookside Dr., Cleveland, Ohio 44144.

OFF HIGHWAY 70 near Quincy, Calif, where the Western Pacific mainline goes through Feather River Canyon I saw a battered WP boxcar in a creek at the bottom of the railroad embankment. Who can tell me about it?—Mike Jones, 16374 Lavendar Lane, Los Gatos, Calif.

WHAT is the road and engine number of the 4-4-0 woodburner displayed at Disneyworld near Orlando, Fla.?—H. Mondel, 933 Wilder Ave., Montreal, Canada H2V 2Y8.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

The Collected Colorado Rail Annual, 136 pages, hard cover, 8½x11″, photos, timetables, maps, Colorado Railroad Museum, $8.50.

Since 1963 this outstanding railroad museum, located at Box 641, Golden, Colo. 80101, has been publishing its famous *Rail Annual,* which captures the imagination of many railbuffs, especially those in the Rocky Mt. area, with its history, lore, and photos, some of them rare indeed. Like too many books and other items, the *Annuals* have been going out of print, specifically those for 1963 through '69. Now CRM has gathered in this new book all 26 out-of-print articles and pix from those years into one convenient and well illustrated and handsomely bound deluxe volume. Your favorites are here, including a wide range of Rio Grande narrow-gage Silverton, Cumbres, Alamosa-Durango, and Royal Gorge; South Park over Boreas and Alpine; standard-gage steam from the San Luis Valley and Pueblo to Laramie and Cheyenne. Even narrow-gage from Pennsylvania to Mexico to Alaska are covered in 136 pages. One of our *Interesting Railfans,* Bob Richardson, and his boys have turned out a real plus for the railfan's library.

Famous Steam Locomotives, by Richard J. Cook, 96 pages, soft cover, 8½x11″, photos, rosters, loco statistics, Brotherhood of Locomotive Engineers, $4.

Dick Cook, associate editor, of the BLE house organ, *Locomotive Engineer,* has taken the best photographic material previously used in his newspaper over the past year and reproduced on 96 glossy pages some of the finest U.S. and Canada steam pix I've ever seen. Dick has a collector's item here; so don't wait too long—the supply is limited. Names of photographers such as Donald Duke, Herbert H. Harwood, Jr., H.W. Pontin, W.F. Clodfelter, H.L. Kelso, Ed Nowak, August A. Thieme, Donald W. Furler and John F. Sytsma conjur up pleasant thoughts of terrific steam pictures; and Dick has them here.

The cover shot of Espee *Coast Daylight,* with 4-8-4 No. 4451 highballing at full speed through Pismo, Calif., on September 5, 1954 sets the stage for excellent pix of famed loco classes on Baltimore & Ohio, Erie, Northern Pacific, Southern Pacific, Southern, New York Central Chesapeake & Ohio, Pennsy, Great Northern, Louisville & Nashville, Santa Fe, Nickel Plate, Canadian National, and Canadian Pacific (CP Rail). This book would be a great investment for any steam fans. The Brotherhood of Locomotive Engineers is located at 1120 B. of L.E. Bldg., Cleveland, Ohio 44114.

The Story of Eddystone, 75 pages, hard cover, 5½x8¼″, photos, text, Glenwood Publishers, $8.95.

For all lovers of steam and especially Baldwin, here is a fine pictorial account of the Baldwin Locomotive Works in 1928 at the peak of its almost century mark of continuous building of popular locomotives. Although it may seem too factural to some readers, it is fascinating to rail historians, this story of the start and finish of a typical Baldwin loco of the 1920s at the then-new Eddystone plant under the aegis of Samuel Vauclain. The tremendous scope of this great plant may be visualized when one considers 90 buildings with 26 miles of track on 590.95 acres!

Victorian Stations, by Gordon Biddle, 256 pages, hard cover, 5½x8½″, photos, scale drawings, David & Charles, $13.50.

Much has been written about Englans's railways of the Victorian era, also its trains and locomotives, but relatively little about the stations. Yet in their palmy days the railways owned some 90,000 stations, forming a microcosm of the 1890s taste and

culture. Gordon Biddle sets the record straight as to their importance. An entire chapter is devoted to seven distinguished railway architects. Other chapters trace the development of line and company styles, the great overall roofs, plans and layouts, station hotels, special depots, and the work of the smaller companies and joint lines. The scale drawings should appeal to model enthusiasts.

Periodicals and Journals

Headlights, edited by Fred W. Schneider III and Howard White, P.O. Box 68, Lancaster, Pa. 17604; published by Electric Railroaders Assn., 145 Greenwich St., New York, N.Y. 10006; $7 per year for members; non-members $8. Industry subscriptions $18 for three copies each month; additional monthly issues $4. Only public agencies and firms in the transportation field are eligible for industry subscriptions. ERA has a fine group of members with an excellent journal.

The Railway History Monograph, edited by William F. Rapp; with photos, maps, drawings; J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333; $6 a year, issued quarterly; $2 a single copy. *RHM* is devoted to the history of railroads, trolleys, and interurban lines and their equipment. Bill Rapp has an interesting publication.

The Railway Evangelist, published monthly by The Railroad Evangelistic Assn., $2.50 per year, $6.50 for three years. Subscriptions received by editor Herman Rose, 3117 N. Delaware St., Indianapolis, Ind. 46205.

Bulletin, New Haven Railroad Technical Information Assn., Inc.; with slick paper, photos, timetables, maps, drawings; ALvin A. Lawrence, president, 1339 Biscayne Dr., Montgomery, Ala. 36111. Quarterly, $4.50 per year. First year sub., $5 additional for data-pack suplied to each new subscriber. Most appealing to New Haven fans.

North Western Lines, ed. by Joe Follmer, Rte. 2, Box 82, Amherst, Wis. 54406, quarterly, $2 per year. Joe has a good C&NW journal with pix and news about one of the nation's premier lines. He is also the guiding light behind the North Western Lines Historical-Technical and Modeling Society.

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Cold winter's sun shines on large Maine Central yard and the roundhouse area at famed South Rigby, Maine.

Photographs from Maine Central

Maine Central Railroad

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
?	1	?	Whitcomb	?	B	?	?	1932	11
?	2	?	Plymouth	?	B	?	?	1938	12
DS-1a	11	380	GE	44-ton	B-B	22,225	89,600	1941	10
DS-1a	12	380	GE	44-ton	B-B	22,225	89,600	1942	
DS-1a	13-15	380	GE	44-ton	B-B	22,225	89,000	1945	10
DS-1a	16	380	GE	44-ton	B-B	22,225	89,000	1946	
DS-1a	17	380	GE	44-ton	B-B	22,225	89,000	1947	10
DRS-4	251-262	2000	GM-EMD	GP38	B-B	64,225	256,900	1966	1
DRS-4	263	2000	GM-EMD	GP38	B-B	64,225	256,900	1967	2
DS-4b	301-303	1000	Alco-GE	S2	B-B	58,225	232,900	1949	
DS-4d	311-312	1000	Alco-GE	S4	B-B	61,375	245,500	1950	
DS-4d	313	1000	Alco-GE	S4	B-B	61,375	245,500	1951	
DS-4d	314-317	1000	Alco	S4	B-B	61,375	245,500	1954	
DS-5a	331-333	1200	GM-EMD	SW7	B-B	61,875	247,500	1950	
DS-5a	334	1200	GM-EMD	SW9	B-B	61,875	247,500	1951	
DS-5a	335	1200	GM-EMD	SW9	B-B	61,875	247,500	1953	
DS-5a	469	1600	Alco-GE	RS-3	B-B	63,050	252,200	1950	2
DRS-1b	551-555	1500	Alco-GE	RS-2	B-B	58,242	232,970	1949	1
DRS-1d	556-557	1600	Alco-GE	RS-3	B-B	62,000	248,000	1953	
DRS-3a	561-565	1500	GM-EMD	GP7	B-B	61,800	247,200	1950	
DRS-3a	566-569	1500	GM-EMD	GP7	B-B	61,000	244,000	1953	
DRS-3b	571-573	1500	GM-EMD	GP7	B-B	61,950	247,800	1950	
DRS-3b	574	1500	GM-EMD	GP7	B-B	62,040	248,160	1951	
DRS-3b	575-580	1500	GM-EMD	GP7	B-B	62,040	248,160	1952	
DRS-3d	581	1500	GM-EMD	GP7	B-B	61,650	246,600	1950	3
DF-3a	671A-672A	1500	GM-EMD	F3A	B-B	61,850	247,400	1947	1
DF-3a	671B-672B	1500	GM-EMD	F3B	B-B	61,500	246,000	1947	1
DF-4a	681-686	1500	GM-EMD	F3A	B-B	58,000	232,025	1948	1, 4
DP-1a	705-708	2000	GM-EMD	E7A	A1A-A1A	53,875	318,756	1946	5
DP-1a	709-711	2000	GM-EMD	E7A	A1A-A1A	54,420	322,496	1948	6
DRS-1f	801-802	1800	Alco Pr.	RS-11	B-B	61,675	246,700	1956	7
?	901	600	IR	----	B-B	55,000	220,000	1933	9
DS-2d	951-952	600	Alco	HH 600	B-B	49,325	197,300	1939	8
DS-3b	953	660	Alco-GE	S1	B-B	49,675	198,700	1941	
DS-3b	954	660	Alco-GE	S1	B-B	49,675	198,700	1945	
DS-3b	955	660	Alco-GE	S1	B-B	49,675	198,700	1945	
DS-3b	956	660	Alco-GE	S1	B-B	49,675	198,700	1947	
DS-3b	957-960	660	Alco-GE	S1	B-B	49,400	197,600	1949	
DS-3b	961-962	660	Alco-GE	S3	B-B	49,075	196,300	1953	

Roster is based on data from MEC's asst. vice pres.-mechanical, and is accurate as of May 17, 1974. Locomotive builders: GE, General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; Alco Pr., Alco Products; IR, Ingersoll Rand. Tractive effort and weight in pounds.

These units are still on the roster: 12, 14-16, 251-263, 301-303, 311-317, 331-335, 553-554, 556-557, 561-569, 571-581, 801-802, 953-962.

(1) These units were traded to GM-EMD in 1966 for GP38's: 551-552, 555, 671A-672A, 671B-672B, 681-685.

(2) 469 was originally Chicago, Rock Island & Pacific 469; then GE 469; then MEC 469. It was traded to GM-EMD in 1967 for 263.

(3) 581 was originally Portland Terminal 1081, then MEC 581 (3/57).

(4) 686 was scrapped in 1965, due to an accident.

(5) 705-708 were sold to the Louisiana & Arkansas, renumbered 6-7, 11-12 (11/63). L&A 6, 12 sold to Precision National; L&A 7, 11 were sold to GM-EMD in trade for new power.

(6) 709 was sold to The Kansas City Southern in 1962, renumbered 20; then sold to GM-EMD in trade for new power. 710-711 scrapped (1960-1).

(7) 802 originally PT 1082, then MEC 802 (3/57).

(8) 951-952 scrapped (1967, 1969).

(9) 901 was originally IR demonstrator OE600, then MEC 901 (2/35). It was retired (7/49); rebuilt to maintenance-of-way boarding car B950.

(10) 11, 13, 17 no longer on roster.

(11) 1 was sold (11/41).

(12) 2 sold to Todd-Bath Shipyard (1942).

MEC DRS-4 No. 260 enroute Rigby to Bangor, at Danville Jct.

No. 709 DP-la was built by GM-EMD.

Maine Central GP-7 No. 578 was involved in an accident and when rebuilt was done in style of GP-38 and with road's color scheme. The 578 is shown at MEC Waterville shops where the rebuilding job was done.

Canadian Girls

(Left) Leslie Dixon of Beaconsville, Quebec, plays no favorites. She rides the daily CP Rail commuter run along the west shore route to her job in Canadian National data center in Montreal.

Joan O'Reilly and Pierre Lamoureux of Royal Trust, Montreal (right), examine loco model lent by Omar Lavellee, CP Rail historian, for exhibit publicizing CBC-TV's, *The National Dream.*

Monique Bergeron (bottom), who works in Nova Scotia Information Center at Central Station, Montreal, ready to leave for Toronto on inaugural run of CN's Turbo Train on October 28, 1974.

Hugh Wilmoth, Box 1419, Bonaventure Station, Montreal 114, P.Q., Canada

HOBBY CLUB

conducted by Sy Reich

OFTENTIMES railroad and trolley museums find themselves in a bind, usually for financial reasons. Some ask state or large local historical societies to acquire and operate them under their own aegis. The National Railroad Museum at Green Bay, Wis., really should become a Federal institution. However, it made a pitch to the Wisconsin State Historical Society, which is already sponsoring the Circus World Museum at Baraboo because the Ringling Brothers started their show business in that town. But the WSHS turned down the Green Bay operation.

Negotiations had been going on since 1959 for the WSHS to take over and run the Green Bay museum, which has a large and interesting collection. The state organization refused, for at least two reasons. The Green Bay setup has been deeply in the red for three years. Heavy expenditures would be needed for restoration and maintenance and for enlarging the site. But probably an even bigger objection to the proposed takeover is the state's feeling that Green Bay has too little significance in the development of railroading in Wisconsin. To make it a state railroad museum would require a complete reshaping of the collection, discarding much that is already there, and acquiring many things with a truly Wisconsin flavor.

The reasoning, hard as it is for the Green Bay management to accept, is valid. Unfortunately, not having an over-abundance of hardware, motive power, or rolling stock characteristic of the area is a common liability among rail museums. One exception is the Colorado Railroad Museum in Golden, with its great collection of Rocky Mountain railroadiana. Too many museums came into existence long after the days of the local steam road or the streetcar and interurban. It has been a case of catching up and tapping the relatively few local sources of equipment still remaining. Some acquisitions have been pretty sorry-looking when originally obtained, but have been restored through the membership's volunteer time and muscle and the raising of funds. As a rule, volunteer work and cash are hard to come by.

SINCE the Railway & Locomotive Historical Society initiated last summer an ongoing project to gather oral history about railroading, Bill Withuhn, chairman of the project, says things are moving right along. This is a major undertaking. An Advisory Board, selected from its members, has been appointed to judge the historical significance of tapes submitted. While the Society's chapters are most heavily involved, non-members also are contributing to this worthwhile program. Bill invites more to assist with individual tape interviewing or by letting him know about tapes already in existence which the Society might wish to copy.

Primary emphasis is on the recording of taped interviews with railroaders of all kinds, loco designers, suppliers, corporate officials, and any other persons whose reminiscences will help brighten and enrich the story of railroading in North America. Personal histories, observations, well-told anecdotes, philosophies, explanations of past practices or techniques, personal memories of a way of life, and insights into any facet of railroad history are all fair game for inclusion in the project. Tapes selected for retention will be maintained by R&LHS in a library. For further info contact Bill at 123 Linden Ave., Ithaca, N.Y. 14850.

PACIFIC NORTHWEST Chapter of NRHS is still looking for pictures and data for its SP&S motive power book. Late info on steam loco specifications is needed. The chapter would like to borrow diagram books, especially any issued in the middle 1940s. Steam and diesel pix taken from 1945 to 1960 are needed, with an emphasis on 700 and 900 class action photos. Anyone with material to give or loan to the chapter should contact Chuck Storz, 146 N.E. Bryant St., Portland, Ore. 97211.

RAILROAD playing card collecting is a big hobby with Tom Hill, a petroleum products distributor. Tom says he has over 325 different decks of such cards. Beginning this hobby about three years ago, he now has 1,000 different style decks produced by various railroads over the years. As an avid Rock Island fan, he considers *Rocket* decks issued in the 1930s among his most prized items. You can reach him at Box 66, Ottawa, Ill. 61350.

THIS MONTH'S railfan salute goes to the Ontario Rail Association, Inc., Box 64, Brampton, Ont., Canada, a non-profit group with over 300 members, mostly in the Toronto and Hamilton area. It has a fine railway motive power and rolling stock collection made up of two former Canadian Pacific steam locos, several industrial switching steam engines, a rare Shay geared logging loco, and 15 vintage passenger cars. Also one of the famed Peter Witt streetcars.

ORA's justifiable great pride and joy is the Credit Valley Ry., an operating steam railway museum not far from Toronto. Recent autumns have seen the Association's 136 and 137, both ex-CP, doublehead a fantrip from Toronto to Owen Sound, returning the next day. The trip is via the rugged Credit Valley route, with multi-colored fall foliage. Those who ride in the clerestory-roofed coaches are very happy with the trip and the treatment received on this steam spectacular.

When Ontario Rail acquired the Ontario Science Centre's rail equipment collection a few years back, two Peter Witt cars were included. Ex-Toronto Transit Commission's No. 2894 was leased to TTC in 1973 for operation as a tourist attraction. ORA donated another Peter Witt, No. 2786, to the Ontario Electric Ry. Historical Assn. for use at the latter's headquarters near Rockwood, Ont. This was in line with ORA's objective, to preserve and operate historical Canadian equipment. The members are doing a great job.

REMEMBER the proposed Norridgewock Indian Village being promoted by Arthur Grenier, Maine Central billing clerk in the Waterville shops? Art now says the site is open to the public. The museum is located on the Norridgewock, Maine, town line on the Norridgewock-Madison road. Eugene Bouchard, a Waterville artist, has been busy painting and making wax figures. He is painting a 12x14-foot mural in the main lobby of the theater. Art himself is working out of the library, where many artifacts and rare books are on display.

AN ESPECIALLY good 1975 railfan calendar came across our desk the other day. This one from railbook publisher Bob Wayner. Bob always has an interesting dozen flippage bits with steam, diesel, and juice pix, and his new one is up to the usual fine standards. $2.85 per, or two for $5.25. Wayner Publications, P.O. Box 871, Ansonia Station, New York, N.Y. 10023.

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

PASSENGER-CARRYING TRAINS, 3½" to 24" gages, steam, gas all types, new, used, custom-built, photos, brochure, $2.— Currency, 130 County St., Seekonk, Mass. 02771.

I WANT TO BUY Colorado Midland lantern or timetable, any year. Also want Colorado silver passes and brass lanterns.— Dr. Prokes, 7850 South Kenneth, Chicago, Ill. 60652.

1975 NKP Society calendar, 14 new 8x10 photos of NKP and predecessors. Don't delay; order now, $2.50 each, postpaid.— NKPHTS, Box 9254, Ft. Wayne, Ind. 46809.

1975 CALENDAR featuring 13 beautiful photos of recent Southern Railway steam excursions in the Deep South, opens to large 11x17 inches, $2. postpaid. Add 50¢ for first class postage. Send 50¢ additional with order if you also want specification diagram sheet of club's No. 77; $1 if ordered alone.—North Alabama Railroad Club, Box 4163, Huntsville, Ala. 35802.

CATALOG of 1,000 electric railway photos, 16¢ in stamps, includes ITC, IRR, BCE, WCF&N, Potomac Edison, B&A, W&OD, CR&IC, LVT, 41 others.—Seth Steventon, Kennan, Wis. 54537.

TMER&L CO. (Milwaukee Electric Lines), Dec. 16, 1928, 20-page system timetable, Xerox copy, $3.25—M.D. Meyer, 128 Corner St., Watertown, Wis. 53094.

ORIGINAL 1924 MAPS of New York Central Lines. Many other railroad collectibles. Price list for 50¢, refundable with $5 minimum order.—Connecticut Valley Railroad Museum, Inc., P.O. Box 452, Essex, Conn. 06426.

CANADIAN steam photos, actions, stills, CN, CP, TH&B, NAR, PGE, ONR, many short lines. 40-page list and sample 8x10 for $2. Write Dick George, RR #1, Waubaushene, Ont., Canada.

KODACHROME duplicate slides. Choose from comprehensive collection of GN, NP, SP&S, CB&Q, MILW, BN, including diesels, electrics, freight and passenger cars, work cars, structures, Also a representative selection of CN, CP, ATSF, SOO, SP, WP, UP, and other Midwest, Western, and Eastern roads. Our new detailed printed catalog and 2 samples, $2, first class.—Cordell Newby, 1604 3rd N.E., East Wenatchee, Wash. 98801.

WANTED: Akron, Canton & Youngstown photos, rosters, maps, builders prints, and historical data—Mark Kostolich, 86 Menlo Park Dr., Akron, Ohio 44313.

COMMEMORATIVE edition NKPHTS Magazine, 10th anniversay of NKP/WAB/N&W merger, fully illustrated, a real collector's item, in limited quantity, 2.50 each, postpaid. NKPHTS, Box 9254, Ft. Wayne, Ind. 46809.

WORLD OF SOUTH AMERICAN STEAM, new, from Roy Christian and Ken Mills, Color covers, 136 pages, over 200 photos. Seen in action: 1876 BLW 4-4-0, BLW 2-6-6-0T, the last 4-8-4s on the continent. Send $7.95 for softbound, $10.95 hardbound, to Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003. Add 6% sales tax in Calif.

BURLINGTON NORTHERN photos: diesels, cabooses, passenger cars, work equipment. List includes NP, GN, CB&Q in original numbers as well as renumbered equipment in old colors from all the pre-merger roads. Send 10¢ for list to Lee Hastman, P.O. Box 97, Morton Grove, Ill. 60053.

NEWEST DUPLICATE slide sets from Northwest Rail Images, 4891 Donald St., Eugene, Ore. 97405, feature recent Northwest steam and minor Canadian railways (QNS&L, GWWD, etc.). Older sets include CMSP&P electrics, pre-Amtrak varnish, short lines, and other Canadian lines. 25¢ brings list, sample.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35¢—Midwest Photo, Box 13801, St. Louis, Mo. 63147.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, anything Fla. Buys rail, trolleyana in quantity. Sells selected items; fills wants lists.

CHICAGO & NORTH WESTERN RR. historical memorabilia wanted.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ to Remember Radio, Inc., Box 2513U, Norman, Okla. 73069, for our catalog.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 ea. Have over 60 different. Send 10¢ for free list. Also have bolo ties and belt buckles.—Hoover's, 120B Fruit, Peru, Ill. 61354.

I WANT ANYTHING on the Duluth, Winnipeg & Pacific or its predecessors like the Duluth, Rainy Lake & Winnipeg. Working on book. Also interested in KO&G, MV, OCA&A. Also pre-merger only CB&Q, C&S, FW&D, WV. Will buy or trade Burlington Lines steam and diesels negs, pub. and emp. tts., passes. List completely what you have. If you desire to trade, send SSE.—Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

INTRODUCTORY OFFER! $5 brings you 6 months of field-leading Antiques & Artifacts sales lists and your choice of any one of the following: Wabash RR. Advertising Dept. flag logo copper surfaced printer's block, good used. 1947 ICRR Uniform Rules booklet, highly illustrated, nearly mint copy. MOPAC ½-pint glass milk bottle, fine, used, red logo imprinted large. Trainman silver cap badge, unmarked N&W stocks, slightly used. Previous subscribers send $1 additional.—Scott Arden, Noti, Ore. 97461.

CLOTH HEADRESTS, design and/or name or emblem of railroads woven right into the cloth. Specify Pennsylvania Railroad, Atlantic Coast Line, Seaboard Air Line, Seaboard Coast Line, Santa Fe, or Southern Railway. $6.50 each, or any two for $11.50 postpaid. California residents add 6% sales tax. Catalog of railroad silver, china, and related items for $1.—Lillian's Shop, Box 4777R, North Hollywood, Calif. 91607.

DIESEL SLIDES, Aug. '74 catalog with over 3300 listings of locos from class I's, short lines, and industrials, 75¢ for catalog and sample.—Porreca, Box 22, Boulder, Colo. 80302.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, for large oblong negs.; details free.

DISCOVER A DEPOT'S shady past, 24 pages of pix and colorful text. Order book, "Walnut Creek's Unique Old Station," $1.25 postpaid.—Dick Murdock, Box 2253, Martinez, Calif. 94553.

NEW YORK CENTRAL 1975 calendar, a different photo for each month, historical dates notes, $2.50 each. Ohio residents please include sales tax.—New York Central System Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

HO,N, or Z GAGERS, save money. Anything you need 25% off regular price. Send your want list with long SSE and 25¢ to Polar, P.O. Box 24121, Cleveland, Ohio 44124.

BOOKS WANTED: "Golden Rails," "Up Motive Power," "Big Boy," "Mighty 800," also any textbooks on steam locomotive repair.—Charles Whitlatch, 270 Concord Ave., Apt. 1, Pleasant Hill, Calif. 94523.

DENVER & RIO GRANDE WESTERN wall poster, 19x29", tricolor: orange lettering, blue sky, black border, $1.98 plus 50¢ postage and handling.—RR. Posters, Box 6113, Denver, Colo. 80206.

HAVE FOUR Southern Pacific 1960 rule books, leather cover, 3 each.—John Stone, 6810 Chambers, Cleveland, Ohio 44105

STREETCAR PHOTOS, black & white. State lines interested in, send SSE—Al Gilcher, 17 Lochland Rd., Valhalla, N.Y. 10595.

WANTED: RR. books by Cy Warman,—Chas. Albi, 460 S. Marion, Denver, Colo. 80209.

VISITING CANADA? "Locomotive Directory, Southern Ontario," locates all power depots and yards, Windsor to Ottawa. $1 from Holland, 1201-129, Bold St., Hamilton, Ont., Canada, L8P 4R1.

JOHN LUTHER (Casey) JONES, Subject: Collision of trains 1 and 83 Vaughan, Miss. on April 3, 1900. I have copies of the original investigation held May 10, 1900, and the findings to determine cause and responsibility of the wreck in which Casey Jones lost his life and all monetary settlements to injured employes, including colored fireman Simon Webb. This is a complete detailed document in every respect, of the accident, printed in bold print on fine stationery, $2—John Nalley, Box 262, Bradley, Ill. 60915.

DINING CAR and other railroad items for trade or sale. Send large SSE for new list—Charles D. Anderson, 2765 Quail Ave., North, Golden Valley, Minn. 55422.

WANTED PUMP hand-car, waybill copy press, brass pegboard switchboard. Anything Cincinnati, Hamilton & Dayton; Findlay, Ft. Wayne, Western Postal Telegraph, United States National, Wells Fargo, American Express. Signs, hardware, badges, paper, kerosene street lamps, depot passenger coach oil lamps.—Terrell Berryman, 360 W. Dearborn, Englewood, Fla. 33533.

"SHORTLINE RAILROADS IN ARKANSAS," history and 175 photos of those little country-cousin roads; over 400 pages, 17 maps; hardbound, autographed, $9.95—Clifton E. Hull, 203 east 16th St., North Little Rock, Ark. 72114.

STEAM PHOTOS for sale, CNR, CPR, TH&B, ONR, Pere Marquette Wabash, NYC, NKP, Erie, LV, GTW, GT, CV, C&O, B&O, SOO Line, Essex Terminal, Northern Alberta, list 20¢. CNR dead engine negatives at 250 each, list 10¢—C.A. Butcher, 8 Coyne Street, St. Thomas, Ont., Canada N5R 4K8.

OFFICIAL GUIDES for sale 1962-'63, 4; '64-'71, $3.50, postpaid. Please state month wanted and alternate.—John L. Burn, 1111 Stanton Dr., Shelby, N.C. 28150.

YOU'VE HEARD one train record, you've heard thousands. Right? Wrong! "Twilight of the Gods" transcends sound effects. Recorded as an esthetic concern without padding, no phony runbys and no specials of the month. Forty-four minutes of full stereo and directionalized monaural recordings give rare glimpses of twilight of freight and passenger activity on Rio Grand's Alamosa Division and Magma Arizona under steam; inside the cab starting on 4% grade, and much more. Note limited offering. Next available, postpaid, $6 for record, $9 for tape.—T.C. Grove, 8444 Lake Gaby Ave., San Diego, Calif. 92119.

RAILFANS wanting to read *Walnut Creek's Unique Old Station,* which we reviewed last August, should contact the author, Dick Murdock at Box 2253, Martinez, Calif. 94553. Dick is a Southern Pacific engineer and a contributor to *Railroad Magazine.* The original address sent to us was wrong and we printed it in good faith. ●

Coming Events

(No charge for listing in this section)

Dec. 7, 8: pre-Christmas weekend on ex-Maine narrow-gage steam at festive Edaville R.R., South Carver, Mass. Old-fashioned New England dinners, circus museum visit, overnight in Cape Cod motel; reasonably-priced packaged trip. Chartered bus from N.Y. Port Authority on Sat., return early Sun. evening. Contact George Basch, trip chairman, NY chap. R&LHS, 85-35 143rd St., Jamaica, N.Y. 11435, or phone 212 523 2154.

Dec. 7: tripleheader steam behind ex-Monson and ex-Bridgeton & Harrison on the Edaville 1:30 p.m. Special bus. Ride train, view Yuletide displays; lv. Hudson Bus Term., Medford, Mass., 11:30 a.m.; or North Sta., corner of Accolon Way, Boston, 11:45 a.m. Return to Boston 6:30 p.m.; $10 adult and child. Train runs regardless of weather. Details from Trip Chairman, Mass. Bay Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830.

Dec. 7, 8: 13th annual show, Lakeside Model Railroaders Assn., Toronto. Info from R.W. Owen, president, LMRA, 66 Oakmont Rd., Apt. 1101, Toronto M6P ZM8, Ont., Canada.

Dec. 15: Metropolitan Phila. Ry. Assn. morning and afternoon trips on SEPTA's Red Arrow lines. Morning run has two 160-series Strafford cars. Afternoon trip uses 1926 center-entrance car. Fares $5 each trip. Contact Bob Gordon, trip chairman, 816 South Ave.; K4, Secane, Pa. 19018 with SSE.

Dec. 28: second annual steam-in-the-snow doubleheader; two ex-CP Pacific G-5's, Bellows Falls to Rutland, Vt., round trip, capacity limited. Details from Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101, or call 802 463-3937.

Jan. 11, 12: Rotary Snowplow Special on Cumbres & Toltec; ex-D&RGW rotary OM will fight snow on portions of C&TS line between Chama and Cumbres. $30 per day, space limited. Subject to last-minute weather cancellation. Contact Agent, C&TS, Box 789, Chama, N.M. 87520, or phone 505 756-2151.

Jan. 18: Snowflake Special: extra RDC train on B&M from Boston-Berkshires. Adults $16, kids $14. Details from Mystic Valley Ry. Society, Box 32, Mattapan, Mass. 02126.

Feb. 16: Toy Train Operating Society Snowball Meet, Gratwick Hose. Co., 110 Ward St., North Tonawanda, N.Y.; buy, sell, trade models, toys, 10 a.m.-4 p.m., $2, public invited. ●

Pen Pals Wanted

(No charge for listing in this section)

Luz Glenda P. Somozo (age 27), Perrelos, Carcear J-314, Cebu City, Philippines.

Charles Cosier (age 21), 439 S. E. First Ave., c/o Close Inn, Ft. Lauderdale, Fla. 33301, desires female pen pals interested in railroads.

Thieery Vinel (age 13), son of skilled railway worker, 2 Impasse du Jasmin, Cite des Amandiers, 31240, L'Union (Haute Garonne), France, will exchange letters in French and English with pen pals of similar age.

Ellen C. Torres (age 44), c/o Helen Lagarta, Zone III, Jones Ave., Cebu City, Philippines.

Joe Attebery, B.S.I.A., Joe's Place Table, 9497 Navajo Trail, Norwood Valet, Calif. 92256, will write to anyone with knowledge of full scale railroad crossings for five-lane highways.

Graeme Rumler (age 21), 34 Yarrowee St., Sebastopol, Victoria, Australia, engineman on Victoria Rys., will correspond with any Canadian engineman with the intention of meeting him in Canada in 1975.

Rammanlal Vadilal Shah, Ahmedabad-6. Gujarat State, India, and author poet, wants North American pen pals.

Malcolm Aeria, 100 Fuller St., Mt. Druitt 2770, New South Wales, Australia, wants to hear from anyone interested in locomotives, freight or passenger cars, privately-owned engines or rolling stock, water tanks, freight stations, or railroad yards.

Mlle. Marie-Elisabeth Hunault (age 14), 4 rue de Banjean, 72000, Le Mans, France, daughter of a former French Railways medical nurse, wishes to write in English to a railway employee's daughter of about the same age. She's interested in records, reading, motor racing, etc.

Belinda Cabatingan (age 25), University of the Visayas, Cebu City, Philippines. ●

Roster Corrections

ALTHOUGH the typesetter did a good job with our Louisville & Nashville roster (Nov. 74), time did not permit the insertion of much late data received from the L&N. This data, along with a few typesetting errors, is noted below.

Notes 1, 3, 10, 72 apply to units 52-56. Notes 1, 18, 6, 72, 77, 107 apply to units 180-194. Units 155-168 should be listed as 155-161; 162 (1st); 163-168. Below this line should be a new line as follows: RS3 162 (2nd) 1600 Alco RS-3, B-B, 62,100, 248,400, 1954, 72,117. The line for units 170; 171 (1st); 172-175 should be for units 170; 171 (1st); 172; 173 (1st); 174-175.

Below the line for unit 171 (2nd) should be a line which reads as follows: RS3 173 (2nd) 1600, Alco-GE, RS-3, B-B, ?, ?, 1951, 72,118. Units 214-224 should be listed as units 214-229. Units 306-207 should be listed as units 306-307. Units 350-269 should be listed as units 350-369. The model of units 392-393 (1st) should be FB-2.

Note 115 should apply to units 400-407. The builder for units 501-507 (2nd) should be GM-EMD. Units 523-532 should be listed as 523-529; 530-532 (2nd). Units 533-534 should be listed as 533-534 (2nd). Below the line listing these units should be a new line reading: GP7, 530-534 (1st); 535-537, 1500, GM-EMD, GP7, B-B, 59,075, 236,300, 1951, 115. Below the listing for units 542-545 should be a new line reading: GP7, 550-554 (1st); 555-557, 1500, GM-EMD, GP7, B-B, 59,075, 236,300, 1951, 115. Units 550-552 (1st) should be listed as 550-552 (2nd). Units 553-554 (1st) should be listed as 553-554 (2nd). Unit 550 (2nd) should be listed as 550 (3rd). Units 551-554 (2nd); 555-558 should be listed as units 551-554 (3rd); 555-558. Notes 1, 4, 41 apply to units 575-578.

Units 600-621 are class FP7A. Below the listing for these units should be a new line which reads: FP7A, 622-634, 1500, GM-EMD, FP7A, B-B, 64,000, 256,000, 1951, 116. Units 650-662 should be listed as 650-656; 657 (1st); 658-662 and should be identified as class FP7A. Below the line listing these units should be a new line which reads: F7A, 657 (2nd), 1500, GM-EMD, F7A, B-B, 56, 161, 230, 153, 1949, 72, 111. Notes 4, 114 apply to units 700-702 (1st).

Unit 723 should be listed as unit 723 (1st). Below the line listing this unit should be a new line which reads: F7B, 723 (2nd), 1500, GM-EMD, F7B, B-B, 60, 180, 240, 730, 1949, 72. Units 750-757 should be listed as 750-753; 754 (1st); 755-757. Below the line listing these units should be a new line which reads: 57, 754 (2nd), 2000, GM-EMD, E7A, A1A-A1A, 55,500, 329,560, 1947, 72,108.

Below the line listing units 800-805 (2nd) should be two new lines which read: F7A 800 (3rd), 1500, GM-EMD, F7A, B-B, 58,775, 235,100, 1949, 72, 113; and F3A, 805 (3rd), 1500, GM-EMD, F3A, B-B, 57,500, 230,000, 1947, 72,109.

Units 834-849 should be listed as 834; 835 (1st), 836-849. Below the line listing these units should be a new line which reads: F2A, 835 (2nd), 1350, GM-EMD, F2A, B-B, 55,370, 226,990, 1946, 72,110. Units 900-904 (1st); 905-906. Above the line listing these units should be a new line which reads: F7B, 900-902 (1st), 1500, GM-EMD, F7B, B-B, 57,500, 230,000, 1950, 114

The line which lists units 900-904 (2nd) should list units 900-902 (3rd); 903-904 (2nd). Above the line listing these units should be a new line which reads: F7A 963-964, 1500, GM-EMD, F7A, B-B, 57,500, 230,000, 1950, 49.

The tractive effort for units 1200-1214; 1215 (1st); 1215 (2nd); 1216-1220; 1221 (1st) should be 98,085. The class of units 1239-1248 should be SD40. The line below units 1700-1703 (2nd) should list units 1700-1703 (1st). The tractive effort of units 2102-2105 (2nd should be 59,475. The line above the line listing units 2202-2203 (2nd) should list units 2209; 2210 (1st).

The third builder listed in the second paragraph of the notes is GM-EMD, General Motors-Electro Motive Div. In the third paragraph of the notes which lists the units still in service, 550-552 (3rd) should follow 540-545 and 554 (3rd) should follow 550-552 (3rd). 1525 (2nd) should follow 1470-1524 (2nd).

In note 1, units 172; 173 (1st); 174-175; should be listed instead of 172-175; unit 308 should be listed instead of unit 302; and unit 553 (3rd) should be listed instead of unit 553 (2nd).

The second paragraph of note 4 should read: Also 800-805 (1st), 806, 807-810 (1st), 812-814 (1st), 818-820 (1st), 823-824 (1st), 831 (1st), 800-302 (2nd), 805-806 (2nd), 809 (2nd), 813 (2nd), 815 (2nd), 818 (2nd), 820 (2nd), 824 (2nd), 821, 827, 835, 838, 840-841, 846-848, 859, 862, 864, 948-949, 1800-1808, 1900-1906, 1908-1911, 1916. Some components of 389 were sent to GE while the unit was still 207.

Note 8 should read: 11 (2nd) was originally Nashville, Chattanooga & St. Louis 15, then L&N 2115, then L&N 11 (2nd). 11 (2nd) was sold to the Marianna & Blountstown and renumbered 11.

Note 22 should read: 212-213 were renumbered 330-331; then 392-393 (1st).

Note 31 should read: 441-447 (1st), 448-449, 450-457 (1st) were renumbered 501-507 (2nd), 523-529, 530-534 (2nd).

Note 32 should read: 460-464 (1st) were renumbered 900-902 (3rd), 903-904 (2nd).

Note 34 should read: 550-552 (2nd) were renumbered 445-447 (2nd).

Note 38 should read: 553-554 (2nd) were renumbered 540-541.

Note 39 should read: 811 (1st) was rebuilt to an F9A, then renumbered 550 (3rd).

Note 45 should read: 720 (2nd); 721; 723 (1st) were originally NC&SL 914-915, 917, 919; then L&N 1914-1915, 1917, 1919; then L&N 720 (2nd), 721-723.

Note 49 should read: 907-908 were originally GM-EMD demonstrators 1950A, B; then L&N 963-964; then L&N 907-908. 900-902 (2nd), 903-904 (1st), 905-908 were renumbered 807-815 (2nd).

Note 53 should read: 723 (1st), 914 (1st), 1814, 1822, 1918, 1753 were sold to the Clinchfield and renumbered 250, 823, 821, 822, 869, 919. Clinchfield 822 is no longer on the roster.

Note 72 should read: The following units are no longer on the roster: 17, 52, 138, 162 (2nd), 173 (2nd), 306, 319 (1st), 319 (2nd), 512, 514, 618, 653, 657 (2nd), 723 (2nd), 751, 754 (1st), 754 (2nd), 756-760, 773-774, 776-777, 782, 784, 792, 800 (3rd), 805 (3rd), 835 (2nd), 837, 2102-2103 (2nd), 2109-2110 (2nd), 2150.

Note 77 should read: The following units were sold to Railway Supply Co.: 113, 121, 125, 162 (1st), 167, 170, 180, 185.

Note 101 should read: 798-799 were originally C&EI 1100-1101; then C&EI 27-28; then L&N 798-799.

Note 107 should read: 184 repowered to 2000 hp. and renumbered 1350.

The following new notes should be added: (108) 754 (2nd) was originally Missouri Pacific 7012, then MP 21, then Precision Engineering 21 (8/1/67), then L&N 754 (2nd).

(109) 805 (3rd) was originally Monon 84B, then L&N 805 (3rd).

(110) 835 (2nd) was originally Atlantic Coast Line 324, then L&N 835 (2nd).

(111) 657 (2nd) was originally Richmond, Fredericksburg & Potomac 1105, then Striegel Supply and Equipment 1105 (12/65), then Precision Engineering 1105 (6/25/66), then L&N 657 (2nd).

(112) 723 (2nd) was originally Clinchfield 853, then L&N 723 (2nd).

(113) 800 (3rd) was originally New York Central 1643, then L&N 800 (3rd)

(114) 900-902 (1st) renumbered 700-702 (1st).

(115) 550-554 (1st), 555-557 were renumbered 530-534 (1st); 535-537; then 400-407.

(116) 622-634 were renumbered 650-656; 657 (1st); 658-662.

(117) 162 (2nd) was originally New York, Chicago & St. Louis 536, then Norfolk & Western 2536, then L&N 162 (2nd).

(118) 173 (2nd) was originally Pennsylvania Railroad 8907, then Penn Central 5407, then L&N 173 (2nd).Sy Reich. ●

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